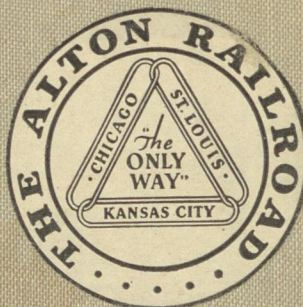
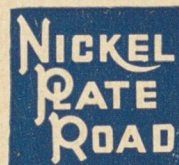
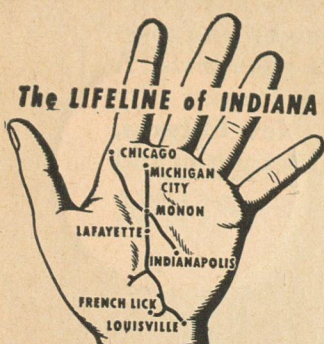


C. 1855 - 1955

10

STORE IN FLAT POSITION

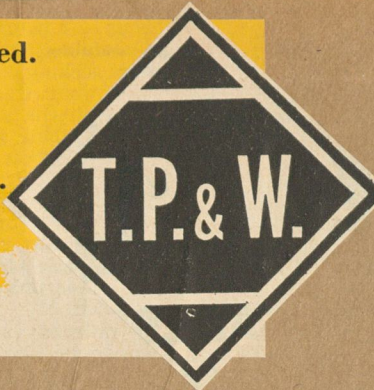




MONON
THE HOOSIER LINE
Chicago, Indianapolis and Louisville
Railway Company

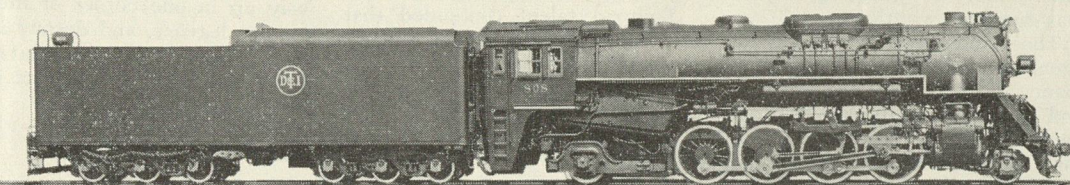


Place your shipping dollar where it will win the most — in time and money saved.
By routing those cross-country shipments via T. P. & W., you're making
sure that your cars arrive when the buyer wants them — *as per schedule.*
That's because T. P. & W. by-passes big-city terminals — where congested
rail yards can mean days of delay.*



DEDICATION

To all those individuals who spent endless hours
researching the history of the steam locomotives
in North America



4 *more*
2-8-2's
for the D.T.&I.

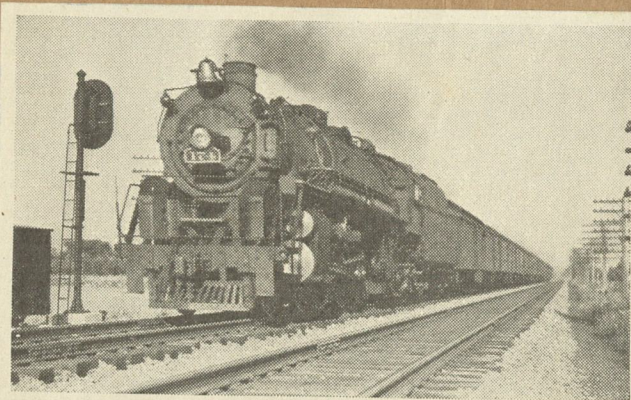
Into war-busy Detroit go thou-
sands of tons of raw materials
via the Detroit, Toledo and Iron-
ton. From Detroit to the seaports
and thence overseas go the
weapons of war.

With the addition of four more
2-8-2's, the D.T.&I. has a
fleet of 22 Lima-built locomotives
in the job of keeping this
heavy traffic flowing steadily.



LIMA LOCOMOTIVE WORKS, INCORPORATED, LIMA, O. departure from

Trains - September, 1944



FAST—SAFE AIR CONDITIONED TRAINS

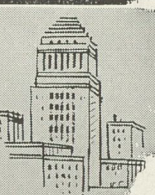
ACKNOWLEDGMENT

To William D. Edson who, during
the course of constructing these
albums, has rendered assistance
on countless occasions.

CHICAGO



ST. LOUIS



convenient twilight departure from



290 GLIDING Miles "as the *Cardinal* flies"

NEW "CARDINAL" DAYTIME SERVICE

to St. Louis
Lv. Chicago . 9:25 am
ar. St. Louis . 2:57 pm
to Chicago
Lv. St. Louis . 6:10 pm
ar. Chicago . 11:45 pm
Convenient connections at St. Louis
to and from Southwest.

Already singing over the rails between Chicago and St. Louis,
C & E I's crack new daytime flyer offers you a fast, silent, and
smooth-as-a-lullaby ride in clean, air-conditioned comfort.
Modern seating accommodations give you a choice of soft coach
recliners or individual parlor loungers. The dinette-parlor
car is the congenial center for delicious economy meals,
tasty snacks, and cooling cocktails.
C & E I's "CARDINAL" takes you there in real floating
comfort, relaxed, and on convenient schedule.

CHICAGO & EASTERN ILLINOIS RAILROAD



The Chicago Line
1947

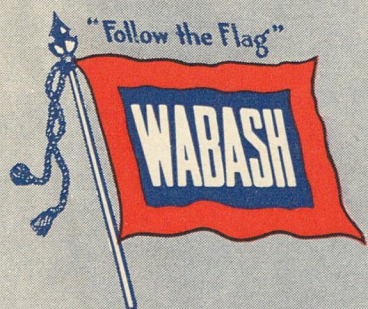
TAKE THE **CHICAGO AND ALTON** RAILROAD FOR **ST. LOUIS** AND ALL POINTS SOUTH.
KANSAS CITY, DENVER, PUEBLO, LEADVILLE, SAN FRANCISCO
AND ALL POINTS WEST.

THE FINEST PALACE RECLINING CHAIR CARS
In the World, are run in all Through Trains, Day and Night, between
CHICAGO AND KANSAS CITY, CHICAGO AND ST. LOUIS, and
ST. LOUIS AND KANSAS CITY, WITHOUT CHANGE AND
FREE OF EXTRA CHARGE
NO CHANGE OF CARS OF ANY CLASS between CHICAGO and KANSAS
CITY, CHICAGO and ST. LOUIS, and ST. LOUIS and KANSAS CITY.
PALACE DINING CARS
MEALS ONLY 75 CENTS.
PULLMAN PALACE SLEEPING CARS

JAMES CHARLTON, General Passenger and Ticket Agent, Chicago.
W. E. HOYT, Eastern Passenger Agent, 338 Broadway, New York.
J. C. McMULLIN, General Manager, Chicago.
Rand, McNally & Co., Printers and Engravers, Chicago.

BUY TICKETS BEFORE BOARDING TRAINS

Donated to the Railway &
Locomotive Historical Society
Portland, Ore. F. Ray McKnight



SPECIAL Excursion Rates!

TO
TOLEDO
and RETURN

OVER
Wheeling and
Lake Erie

**** RAILWAY. ****

Sunday, Aug. 23, 1891

OCCASION:
ENCAMPMENT
OF
PATRIARCHS MILITANT
AT
Presque Isle.

Inquire of any Agent of the Wheeling & Lake
Erie for Full Information and
Excursion Tickets.

THE HEB JOB ROOM, Printers, Toledo, Ohio.

TRANSFER SERVICE ... in CHICAGO

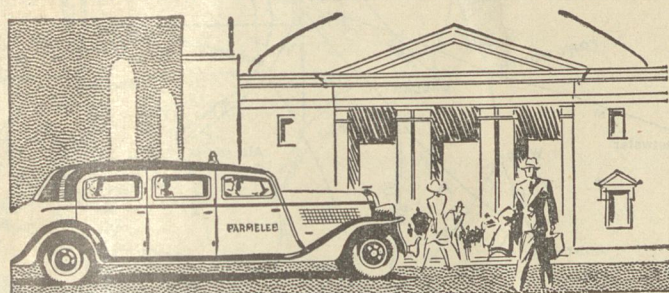
PARMELEE Passenger and baggage Transfer Service in Chicago is as modern and efficient as America's finest streamlined trains. And so easily available. A uniformed Parmelee Agent meets you at the station, then not only does he arrange for your transportation in comfortable Parmelee Limousine



Coaches, but also transfers your baggage to your outgoing railroad station (or to your home in Chicago or the suburbs). The transfer coupon included in your through railroad ticket entitles you to this service, between stations, without charge. Similar Parmelee Service is available at nominal charge to passengers not holding through tickets.

YOUR STOP OVER IN CHICAGO

If you are making a brief stop in Chicago between trains, Parmelee again offers you a service that is truly helpful. Your Parmelee Limousine Coach will take you to any downtown hotel, or other downtown destination; besides, your hand luggage will be delivered to the parcel room of your



outgoing station, there to await your arrival. A charge of 10c for each of the first three pieces is made to cover the parcel room fee for the first 24 hours. On additional pieces there is a charge of 35c each, which also includes the parcel room fee.

"The Hoosier Limited"

A New Train de Luxe
now running between

Chicago and Indianapolis

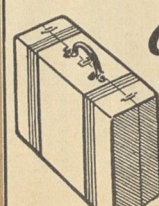
over the

MONON ROUTE

The very latest word in travel-comfort and luxury—new equipment throughout, specially designed and built for this service. Dining Car Service a revelation to epicures. The Parlor-Library Car combines all the latest features known to the car builder's art.

Leave Chicago 12 Noon—Ar. Indianapolis 4:45 P. M.
Leave Indianapolis 3 P. M.—Ar. Chicago 7:45 P. M.
This train has right of way over all trains and aims to be always on time.

City Ticket Office
104 South Clark Street Telephone Harrison 3309
Depot—Dearborn Station
CHICAGO



Check YOUR LUGGAGE

No charge

Travel light and
have a more
enjoyable trip.



Good Service at
The Right Time!

**DETROIT • FLINT
SAGINAW • BAY CITY**



CONVENIENT morning departure from Detroit (Fort St. Union Depot 8:50 A. M.) makes it easy and practical for business men to handle their affairs in important upstate cities and return the same day.

Passengers leaving Bay City, Saginaw and Flint have their choice of two southbound trains. There is an early afternoon departure providing convenient connections at Detroit with principal through trains, and another departure at the end of the business day, arriving Detroit 9:35 P. M.

Pere Marquette trains are air-conditioned for your comfort.

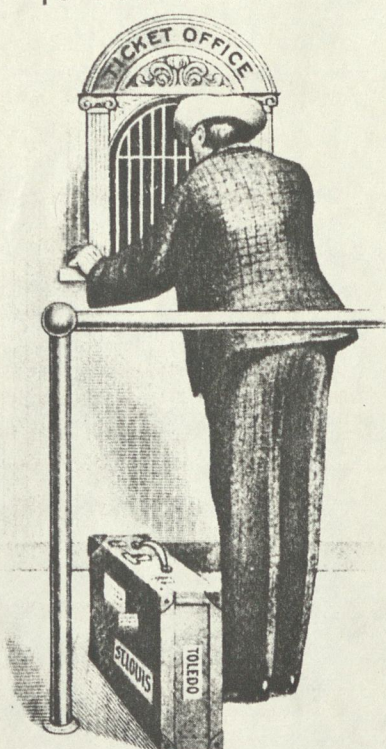
See Table 4 For Detailed Schedules.

PERE MARQUETTE

TOLEDO, ST. LOUIS & WESTERN
RAILROAD

The Proper Route
BETWEEN

The East and West.



COMMERCIAL TRAVELER.



VISIT BOTH THE ATLANTIC AND
PACIFIC COASTS FOR AS LITTLE AS

\$90.00

ROUND TRIP
\$125.00 Round Trip in Sleeping and Parlor Cars
(Break or Sea Space Extra)

GO ONE WAY...RETURN ANOTHER
STOP OVER ANYWHERE

NOTE--Where construction number is shown it is for engine illustrated. .. Clips initialed OKM are those salvaged from scrapbook of my father. The typewritten captions are mine.

NOW! Through Service...

Both Coach and Pullman...

to all 3 West Coast cities...

on the WABASH!

Through Cars — No Changes

Whether you choose Coach economy or Pullman luxury, you can now travel between St. Louis and either Los Angeles, San Francisco or Portland *without changing trains or cars*. The Wabash Streamliner "City of St. Louis" leaves St. Louis daily for Kansas City... and, if you're going beyond, you continue in the same car via Denver to any one of the three West Coast cities. Daily service both ways.

TOM M. HAYES
Passenger Traffic Manager
1495 Railway Exchange Building
St. Louis 1, Missouri

... and these convenient Wabash trains are also at your service daily... between

St. Louis and Kansas City—The Streamliner "City of Kansas City." The ultimate in luxurious rail travel. Extra features... extra comfort... no extra fare. Also the Midnight Limited, convenient overnight "sleeper."

St. Louis and Detroit—Your choice of 2 convenient trains daily—one an overnight "sleeper," the other a daytime trip. Both are Diesel-powered for smooth, comfortable travel.

Chicago and St. Louis—Your choice of 3 convenient trains daily—"The Blue Bird," "The Banner Blue," and "The Midnight."

Also Convenient Daily Service Between

ST. LOUIS and

DES MOINES
OMAHA
TOLEDO

WABASH RAILROAD

1949

NICKEL PLATE ROAD

NICKEL PLATE LIMITED

23 HOURS

... between ...

Chicago and New York

Via Cleveland and Buffalo

Morning Departure from Chicago
Late Afternoon Arrival at Cleveland
Early Morning Arrival at New York

Sun Parlor Lounge Sleeping Cars
Drawing Room Compartment
Sleeping Cars

—Nickel Plate-Lackawanna Scenic Route—

Eastbound (No. 8—Daily)		
Le. Chicago (La Salle St. Station)	- - -	9:25 A.M. (CT)
Le. Ft. Wayne	- - -	12:57 P.M. "
Ar. Cleveland (Union Terminal)	- - -	6:10 P.M. (ET)
Le. Cleveland (Union Terminal)	- - -	6:25 P.M. "
Le. Erie	- - -	8:47 P.M. "
Ar. Buffalo (Lackawanna Terminal)	- - -	10:40 P.M. "
Ar. Scranton (D. L. & W.)	- - -	*5:02 A.M. "
Ar. Newark	- - -	8:35 A.M. "
Ar. New York	- - -	9:15 A.M. "
Westbound (No. 5—Daily)		
Le. New York (D. L. & W.)	- - -	10:00 A.M. (ET)
Le. Newark	- - -	10:33 A.M. "
Le. Scranton	- - -	1:51 P.M. "
Le. Buffalo (Nickel Plate)	- - -	7:45 P.M. "
Le. Erie	- - -	9:35 P.M. "
Ar. Cleveland (Union Terminal)	- - -	11:57 P.M. "
Le. Cleveland (Union Terminal)	- - -	12:10 A.M. "
Ar. Fort Wayne	- - -	*4:05 A.M. (CT)
Ar. Chicago (La Salle St. Station)	- - -	7:50 A.M. "

*Buffalo-Scranton Sleeping Car open until 8:00 A. M.
*Cleveland-Ft. Wayne Sleeping Car open until 8:00 A. M.

Schedules and Equipment of all Trains on pages 5 and 6.

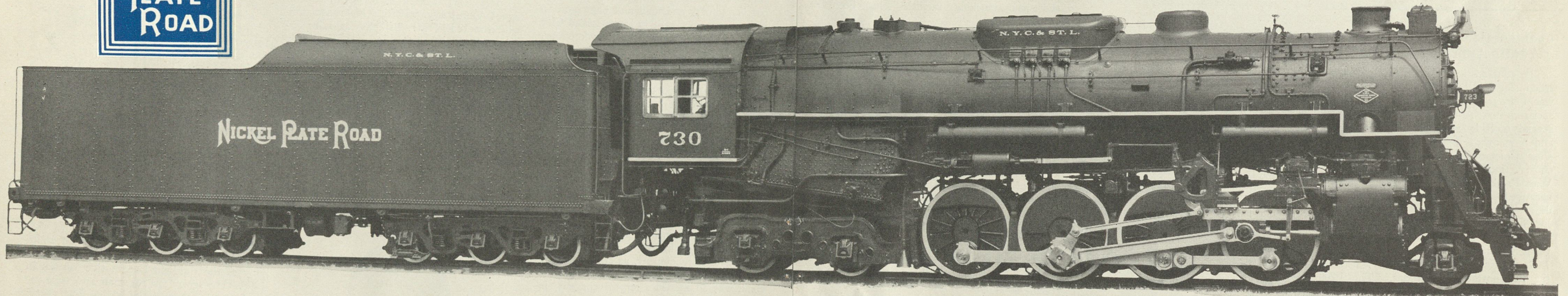
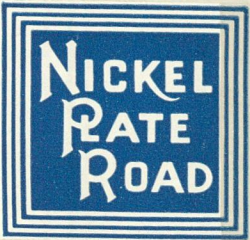
Sun Parlor Lounge

American railroads, owned and operated by many hundreds of thousands of individuals, have given us the commercial mobility that made possible our present economy, played a crucial part in winning the war, and move about two-thirds of all freight today.—From the booklet "Railroads," published by Merrill Lynch, Pierce, Fenner & Beane.

PLEASE .. Use care in
turning pages.



MORE LIMA-BUILT POWER FOR THE NICKEL PLATE



NEW YORK, CHICAGO & ST. LOUIS R. R. CO.

Weight in Working Order, Pounds					
On Drivers	Engine Truck	Trailer Truck	Total Engine	Tender Loaded 2/3 of Capacity	
64,500 each 258,000	53,500	50,000 F 59,000 B	421,000	283,400	
Wheel Base			Tractive	Tender Capacity	
Driving	Engine	Eng. & Tender	Effort	Coal	Water
18'-3"	42'-0"	87'-8 $\frac{3}{4}$ "	64,100 lbs.	22 ton	22,000 gal.
Boiler		Cylinders		Driving Wheel	
Dia.	Pressure	Dia.	Stroke	Dia.	
87 $\frac{1}{8}$ " O.D.	245 lbs.	25"	34"	69"	

Illustrated above is one of 10 high-speed, 2-8-4 type freight locomotives now being delivered to the Nickel Plate Road by the Lima Locomotive Works, Incorporated.

These locomotives are duplicates of the 15 placed in service last year which are today contributing to the Nickel Plate's fine record of hauling the tremendous volume of traffic resulting from the wartime emergency.

In addition, this progressive Road has placed still another order for 15 more units. This fleet of 40 modern Lima-built high-speed freight locomotives will aid the Nickel Plate materially in the all-important job of hauling heavier freight trains continuously at higher speeds---a job so essential to the prosecution of the war against the Axis and the preservation of our American way of life.

LIMA LOCOMOTIVE WORKS INCORPORATED, LIMA, OHIO

28

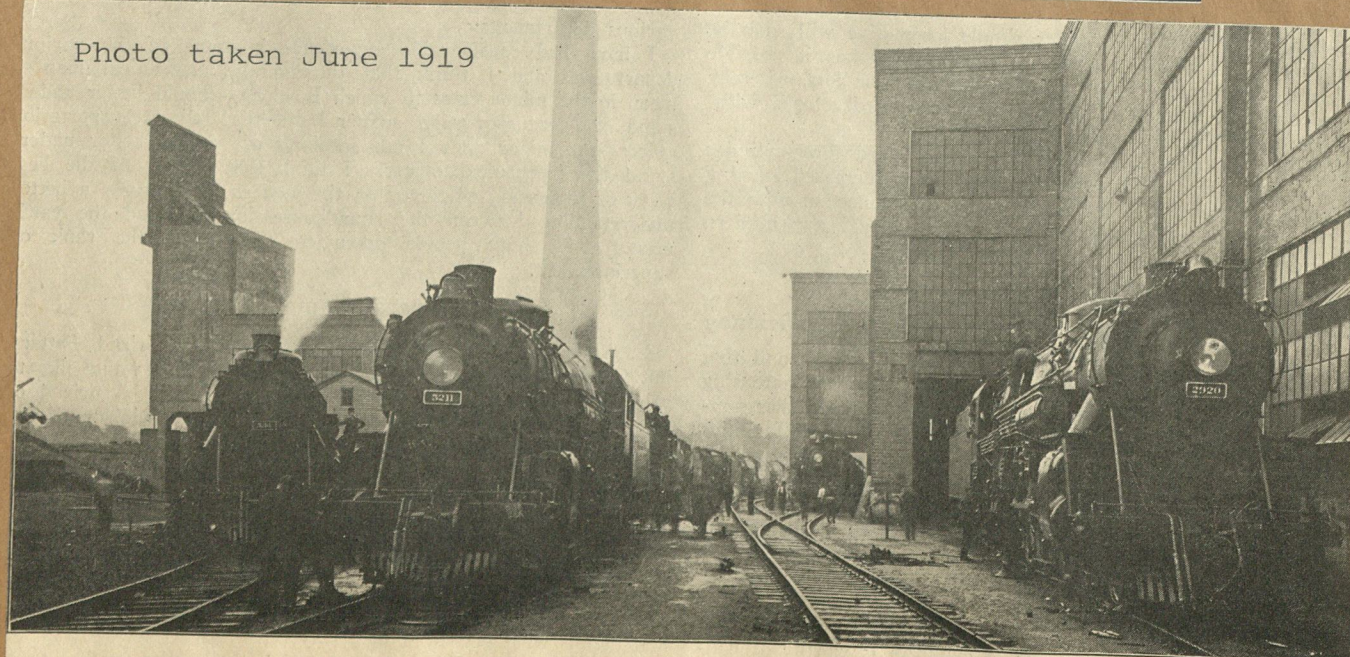
RAILWAY AGE

April 3, 1943

29

"Somewhere deep buried in the consciousness of every American there lies the image of a steam locomotive"

Photo taken June 1919



Locomotives Ready for Shipment, Eddystone Plant, Baldwin Locomotive Works

CENTER..B.& O. #5211
"Light" USRA 4-6-2
c/n 51885

RIGHT..ERIE #2920
"Heavy" USRA 4-6-2
c/n 51886

The RAILROAD HOUR

FAMOUS MUSICAL SHOWS • GREAT STARS OF STAGE SCREEN RADIO

WITH GORDON MACRAE

NBC NETWORK

Every Monday Night

Presented by the AMERICAN RAILROADS

1943

CLEAR BLOCK AND 'O' CARS GET 'EM ROLLIN' PAPPY, AND DON'T FORGET I WANT TO GET ON.

OK SISTER, Y' GOT 'O CHANCES T' GIT ON SO START CLIMBIN'.

RAILROAD

A MAN'S A MAN FOR A' THAT

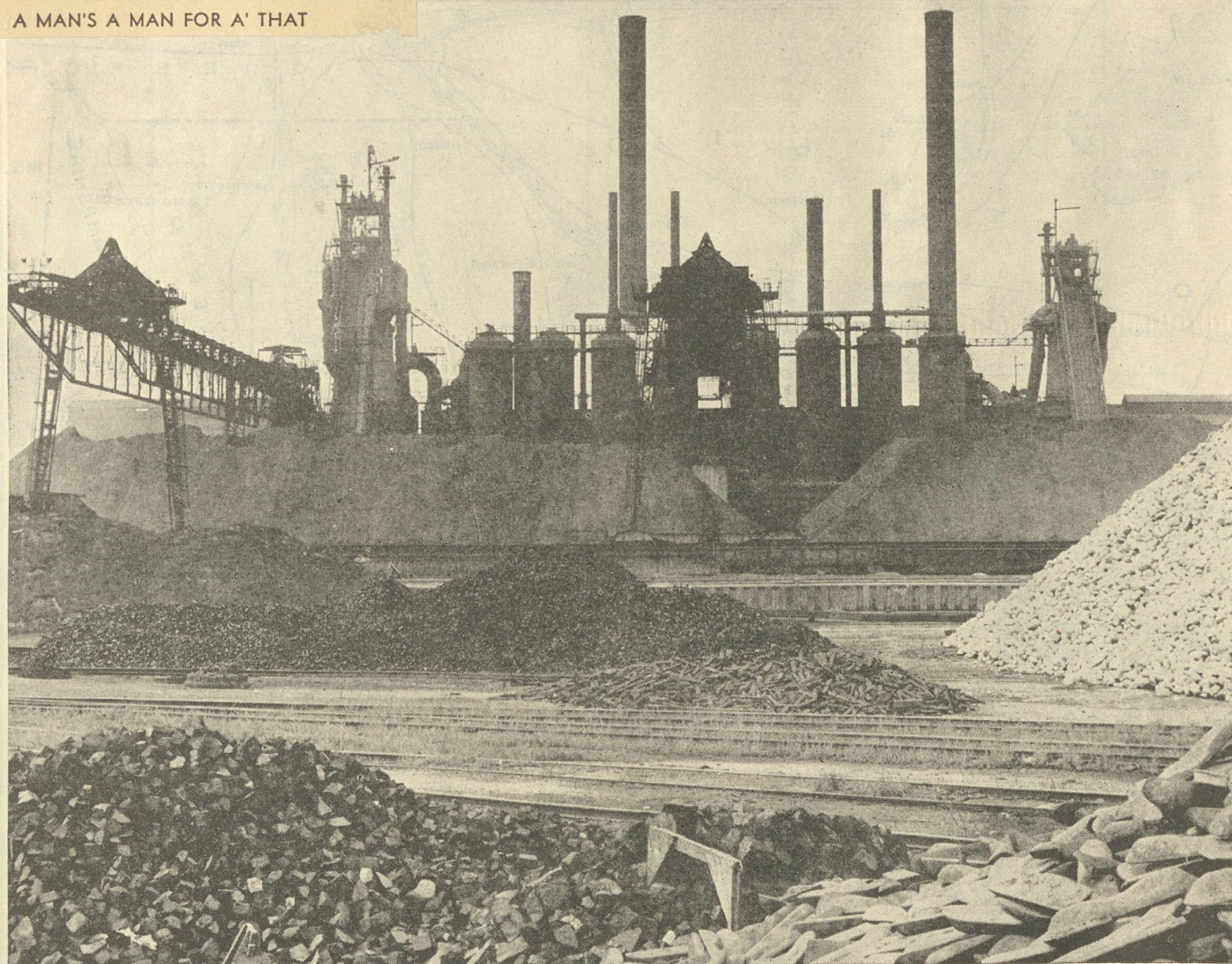
READIN, RITIN AN RITHMETIC

More than 1,300,000 children are educated annually with the school taxes paid by the American Railroads.

Yet only about one-third of the railroads' total taxes go for school purposes. The rest—about \$200,000,000 a year—goes toward the support of federal, state and local government; the courts, police and fire protection, hospitals, good roads, and a long list of other public institutions and services.

[1939]

ASSOCIATION OF AMERICAN RAILROADS



WHY YOU SHOULD LOCATE ON THE NICKEL PLATE

• Industrial site locations today are selected scientifically. Inquiries regarding locations receive individual study and analysis in the Industrial Development Department of the Nickel Plate Road, which has accumulated a wealth of data for the convenience of industries.

These data include detailed maps and up-to-date information on available land and buildings, mineral and agricultural resources, water, gas, and electricity. Here also are detailed data on cities,

towns and counties, their populations and climates; taxation and government operations; educational, religious and cultural facilities; their present industries, labor supply, transportation and recreation facilities.

A skilled and experienced staff is available to answer inquiries about industrial and agricultural sites in the Nickel Plate territory. This service is available, without cost, to any potential shipper so that the site selected will meet the maximum requirements.

The Industrial Development Department
NICKEL PLATE ROAD
1401 Terminal Tower
Cleveland 1, Ohio

SAFETY SERVICE TRAVEL COMFORTS

First Last and All the Time

"The Only Way" Truism

Alton trains combine all the comforts of the home, the hotel and the business man's club

The Alton is the pioneer sleeping car line. It operates the most modern Pullman steel sleeping cars, apartment cars and observation cars. The first sleeping car ever run on any railroad in the world was built in the Alton shops under the supervision of Mr. George M. Pullman.

The Alton is the pioneer dining car line, and put in service the first dining car ever operated on any railroad in the world. The most modern, complete, new steel dining cars are operated to-day in Alton trains.

The Alton is the pioneer reclining chair car line, and operated the first reclining chair cars ever run in any railroad. It operates to-day the newest modern and complete reclining chair cars in its passenger trains free of extra charge.

The roadbed of the Alton is heavily ballasted with rock, providing against dust and dirt. Every mile is laid with heavy steel rails, weighing from 90 to 100 pounds.

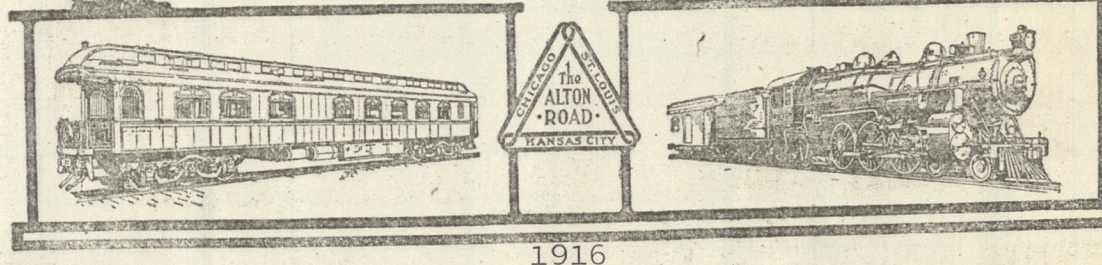
The Alton is a double-track railway, with complete automatic block and station block signal service over the entire line, together with systematic telephone and telegraph train orders, insuring safety, speed and comfort in all passenger train movements.

All passenger equipment is lighted with electricity, heated with steam vapor heat and ventilated with Garland ventilators, insuring pure air in all parts of each car.

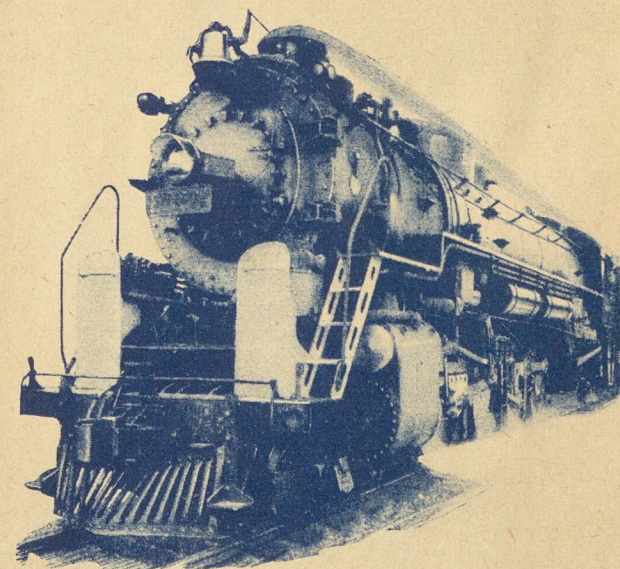
4 Trains Daily between Chicago and St. Louis
2 Trains Daily between Chicago and Kansas City
6 Trains Daily between Chicago and Peoria
2 Trains Daily between St. Louis and Kansas City

THROUGH PULLMAN SLEEPING CAR BETWEEN CHICAGO AND SAN ANTONIO, TEXAS, DAILY

Perfect Passenger Service



DEPENDABLE FREIGHT SERVICE



SHIP BY WABASH RED BALL SERVICE

The Wabash has established an enviable reputation for on-time performance of Red Ball fast merchandise trains. This is due to the combination of powerful high-speed locomotives, splendid roadbed, heavy rails, modern equipment, fast train schedules, and a very high degree of efficiency in operation.

Vol. XLII

FEBRUARY, 1927.

No. 9

KET SALES AT

SELLER
DATE
FORM

DESTINATION

Amt.

Com. No.

Clos. No.

Sc

THE OFFICIAL RAILWAY EQUIPMENT REGISTER

A Monthly Magazine devoted to the consideration of Topics of Interest to Shippers, Railroad Officials and Car Owners, more particularly Questions of Transportation Economies, Car Handling and other Subjects of Especial Importance in railway operation. Containing Official Information Descriptive of Equipment by Ownerships and Car Numbers, being the Medium through which Official Instructions are issued concerning the Rendering of Reports and the Settlement of Accounts pertaining to Car Service and Car Repairs, including Registration of Rolling Stock Equipment of the Railways and Car Companies of North America.

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38th Year, No. 2

JULY, 1905

THE OFFICIAL GUIDE

OF THE

RAILWAYS

AND

STEAM NAVIGATION LINES

OF THE

UNITED STATES

PORTO RICO

CANADA MEXICO AND CUBA

A MONTHLY PERIODICAL PUBLICATION DEVOTED TO THE DISSEMINATION OF PUBLIC INFORMATION RESPECTING THE STEAM TRANSPORTATION LINES OF THE NORTH AMERICAN CONTINENT; CHANGES IN TIME AND OFFICIALS, THE CURRENT TIME-TABLES IN EFFECT, MISCELLANEOUS INFORMATION RELATIVE TO RAILWAY IMPROVEMENTS AND PROGRESS, MAPS, MILEAGE, LISTS OF STATIONS, CONNECTIONS AND OFFICIALS; OCEAN, COASTWISE AND RIVER NAVIGATION ROUTES; AND OTHER ITEMS USEFUL TO THE TRAVELING PUBLIC, THE BUSINESS COMMUNITY, AND RAILWAY COMPANIES.

ISSUED UNDER THE AUSPICES OF

THE AMERICAN ASSOCIATION OF GENERAL PASSENGER AND TICKET AGENTS

COMPILED AND EDITED BY W. F. ALLEN

THE NATIONAL RAILWAY PUBLICATION COMPANY, PUBLISHERS AND PROPRIETORS

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Total

Add—Error

DATE

Deduct “

DATE

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

THOSE WHO KNOW

SHIP AND GO

WABASH

WABASH RAILROAD COMPANY
ANN ARBOR RAILROAD COMPANY
MANISTIQUE & LAKE SUPERIOR R. R.
NEW JERSEY, IND. & ILL. R. R. CO.

660-669
Richmond 1912
Class J-1
c/n 50644

cyls 24x26
dvs 74"
TE 36948#

The Wabash operated
2,524 miles in 1927
with 699 engines,
25,637 freight 397
passenger cars

**RIDE THE BLUE FLEET
OF THE WABASH**
BETWEEN
CHICAGO — ST. LOUIS
NOONTIME.....BANNER BLUE
LATE AFTERNOON.....BLUE BIRD
NIGHT TIME.....MIDNIGHT

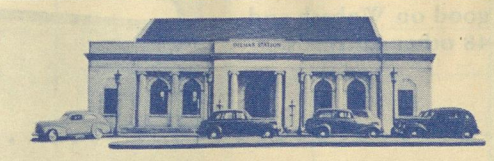
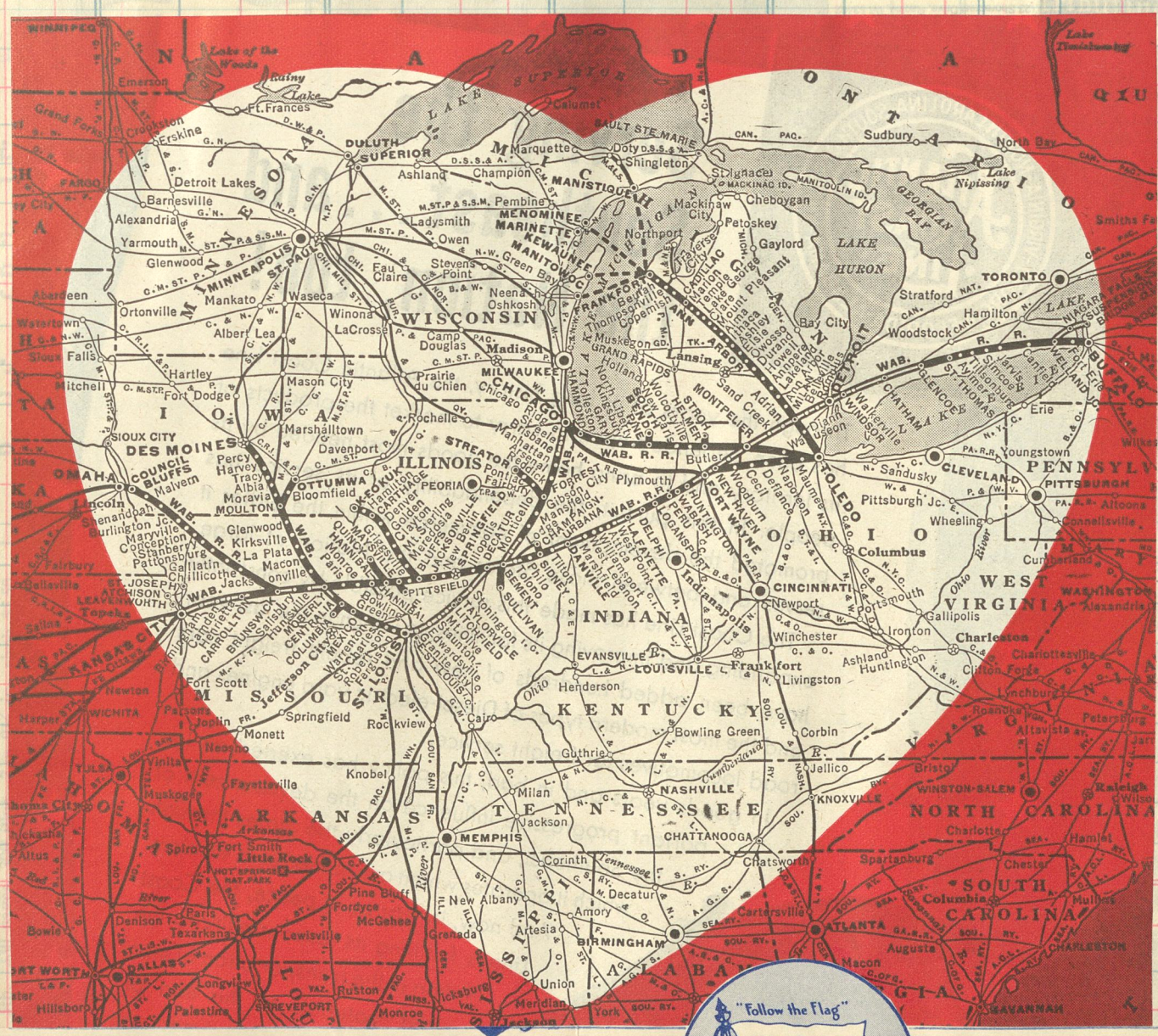


"Follow the Flag"



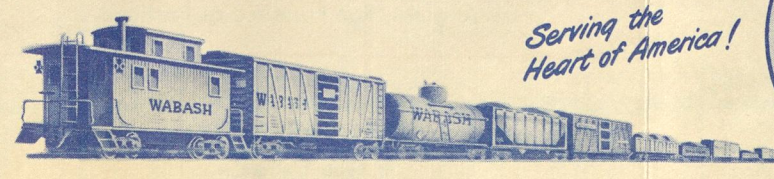
No. 24—BLUE BIRD.
Pullman Observation Drawing Room Parlor Car No. 42.
Pullman Parlor-Lounge Car No. 44 (Radio).
Dining Car.
Reclining Chair Cars.

Pacific 669 with Trn #24, the BLUE BIRD, outside Decatur



**An Added Convenience
THE WABASH STATION SERVING
WEST-END ST. LOUIS**

Wabash Railroad's own exclusive Delmar Station in west-end St. Louis is another reason for traveling Wabash. Sleeping cars for Wabash overnight trains to Chicago (The Midnight) and to Kansas City (The Midnight Limited) are open at Delmar Station at 9:30 P.M. C. S. T. each evening. And if a departure from this location is more convenient for you than from Union Station downtown, you may board all Wabash trains for Chicago, Detroit, Kansas City, Denver, the West Coast, Omaha and Des Moines at Delmar Station. There's an \$80,000 escalator to carry you and your luggage up to street level when you arrive — and an elevator at your service when you depart. Whenever it's convenient, use this handy Wabash station.

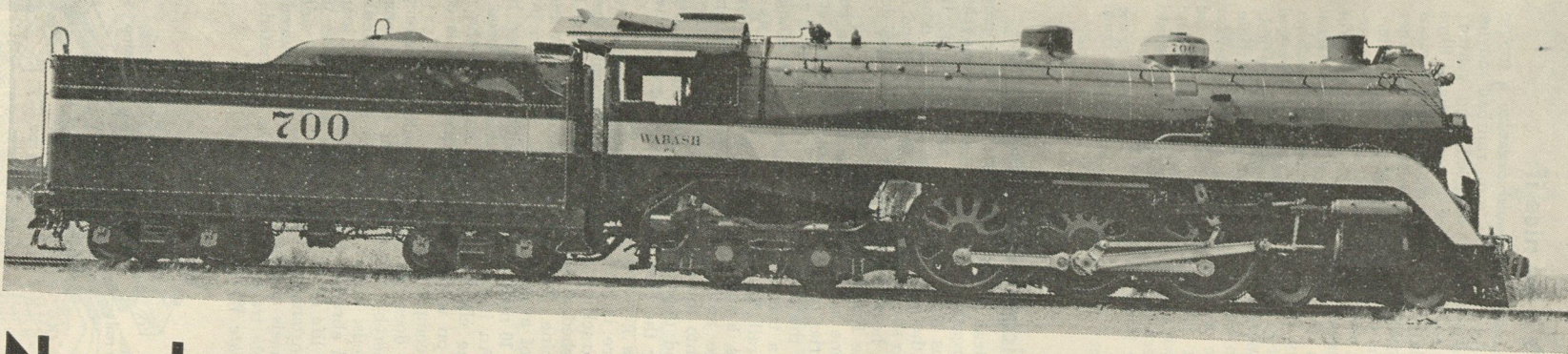


*Serving the
Heart of America!*



P. A. SPIEGELBERG
Freight Traffic Manager,
St. Louis 1, Mo.

WABASH RAILROAD



New Locomotives for Old

THE Wabash has converted five three-cylinder Mikado freight locomotives, not suitable for present-day freight train operating speeds, into modern Hudson-type locomotives suitable for heavy passenger and fast freight service. The boilers and cabs of the Mikados were used practically as they were, but modernized with new details and economy appliances. A new one-piece cast-steel frame casting was applied.

The boilers from the ex-Mikes have a steam generating capacity 48 per cent greater than the Class J-1 Wabash Pacifics. These new P-1 Hudsons have 80-inch drivers, compared to 74-inch on the Pacifics and 64-inch on the same engines when they were Mikados. Former engine numbers were 2600 to 2604; present numbers are 700 to 704.

Forty-five two-cylinder Mikados, otherwise similar to the five three-cylinder jobs

which have been converted, are still in freight service. Principal use for the Hudsons is on heavy overnight Detroit-St. Louis trains, as well as in the fast St. Louis-Kansas City service, on troop trains, and to a considerable extent on fast freights.

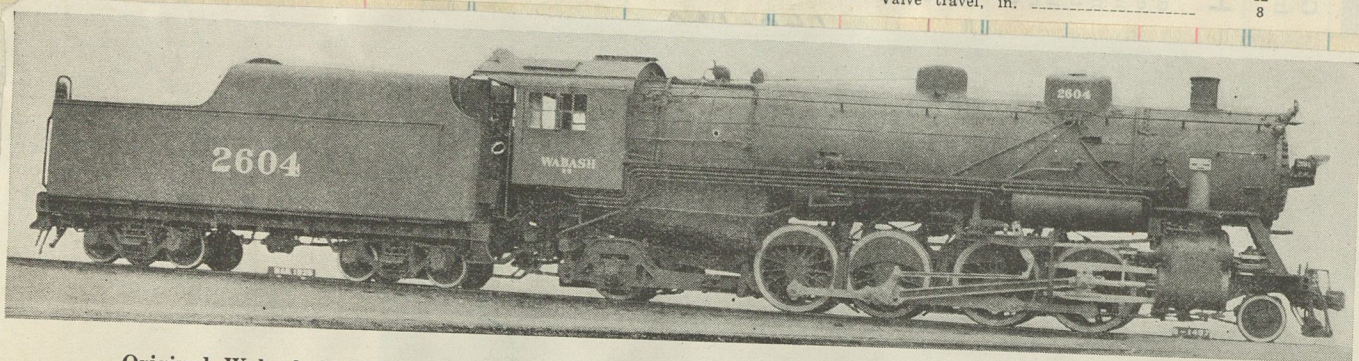
The new locos are equipped with roller bearings on all engine wheels, and are carefully cross-counterbalanced to reduce the dynamic augment (vertical pound due to the revolving counterweights) at high speed. The body of the locomotive and tender, driving wheels, and running gear are painted a deep blue. The skirt and band

on the tender are painted aluminum white, edged at top and bottom with a one-inch red stripe. Lettering and numbering are in blue. Rods and motion parts are polished.

Principal Dimensions

Comparing the new Class P-1 with the original K-5 (three-cylinder) Mikado and a J-1 (4-6-2) passenger locomotive:

Type	P-1	K-5	J-1
Boiler pressure, lbs.	4-6-4	2-8-2	4-6-2
Cylinders, diameter and stroke, in.	220	210	215
	26 x 23	2-23x32	24 x 28
Diameters of drivers, in.	80	64	74
Tractive force, lbs.	44,244	67,869	36,984
Factor of adhesion	4.44	3.76	4.20
Total weight of engine, lbs.	374,680	340,490	248,840
Weight on drivers, lbs.	196,390	251,215	155,140
Wheel base, engine, ft.-in.	40-7	39-1	34-0
Wheel base, engine and tender, ft.-in.	75-5 1/2	73-9 1/2	66-5 7/8
Over-all length, ft.-in.	87-5	83-10 1/2	76-7 3/8
Tender capacity:			
Tons of coal	16	18	11 1/2
Gallons of water	12,000	10,000	8800
Boiler dia., 1st course inside, in.	88	88	68 3/8
Firebox length, inside, in.	121 1/2	121 1/2	108 1/2
Firebox width, inside, in.	84 1/4	84 1/4	84 1/4
Grate area, sq. ft.	70.9	70.9	63
Evaporative heating surface, sq. ft.	4225	4225	3310
Superheater heating surface, sq. ft.	1051	1051	740
Piston valve diameter, in.	12	12	12
Valve travel, in.	8	6 1/2	6 1/2

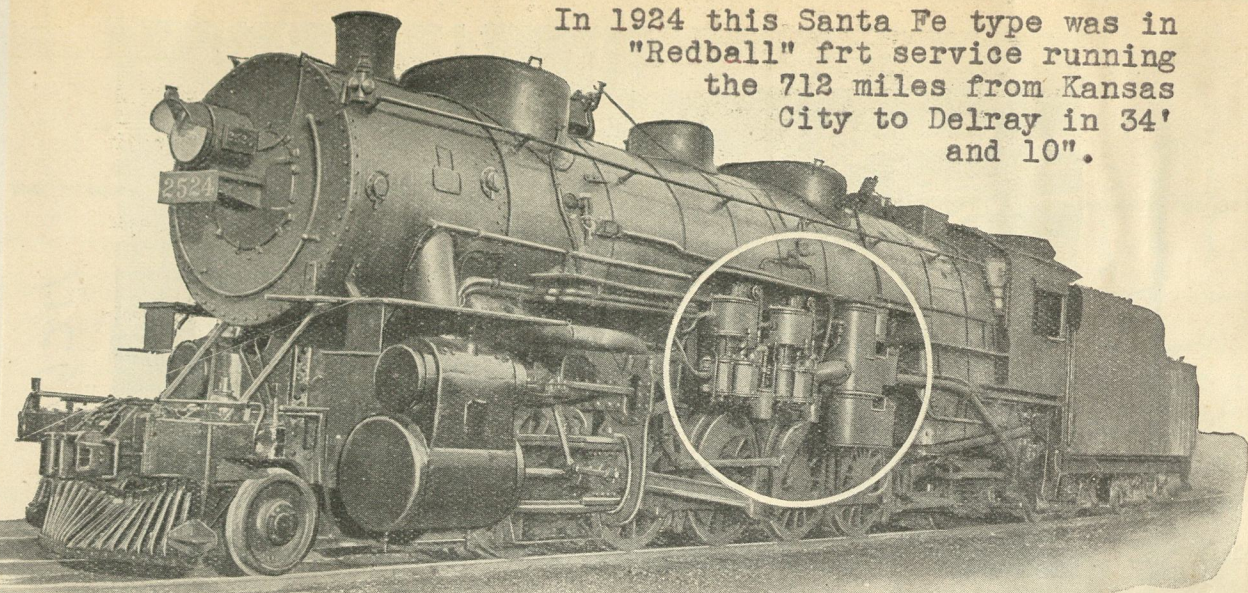


Original Wabash K-5 Three-Cylinder Locomotive Built in 1925 by the American Locomotive Company

2600-2604

c/n 66162

Schenectady 1925



In 1924 this Santa Fe type was in "Redball" frt service running the 712 miles from Kansas City to Delray in 34' and 10".

Sold Amount

To
CaIM
657

2501-2525 class L-1 Brooks 1917 c/n 57553-577. All sold ex 2503 & 2507

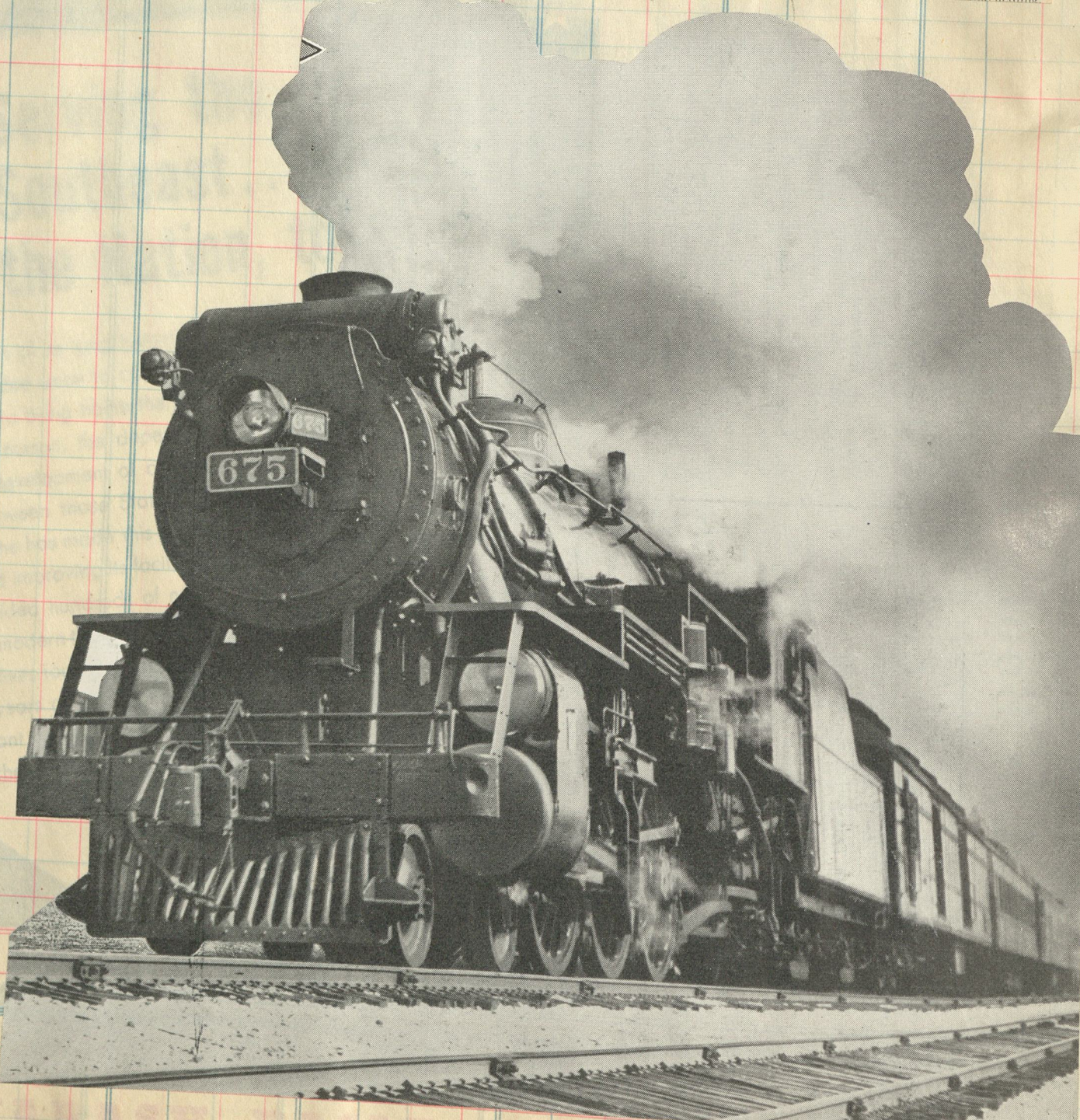
Hudson type 704, formerly 2-8-2 #2604, wheeling the "BANNER BLUE" thru Chicago Ridge



Both photos: Bob Borchert



ABOVE: In July 1946, Wabash 701, a P-1 Hudson rebuilt from a 3-cylinder Mike, prepares to move the Detroit Special, train 4, out of Decatur, Ill. Handsome blue 4-6-4 will soon thrust her Commonwealth horizontal swing coupler pilot across Illinois Central tracks leaving Wabash shops city. Fireman of 0-8-0 watches her.





Fourteen cars of the BANNER BLUE charging along near Landers, Illinois

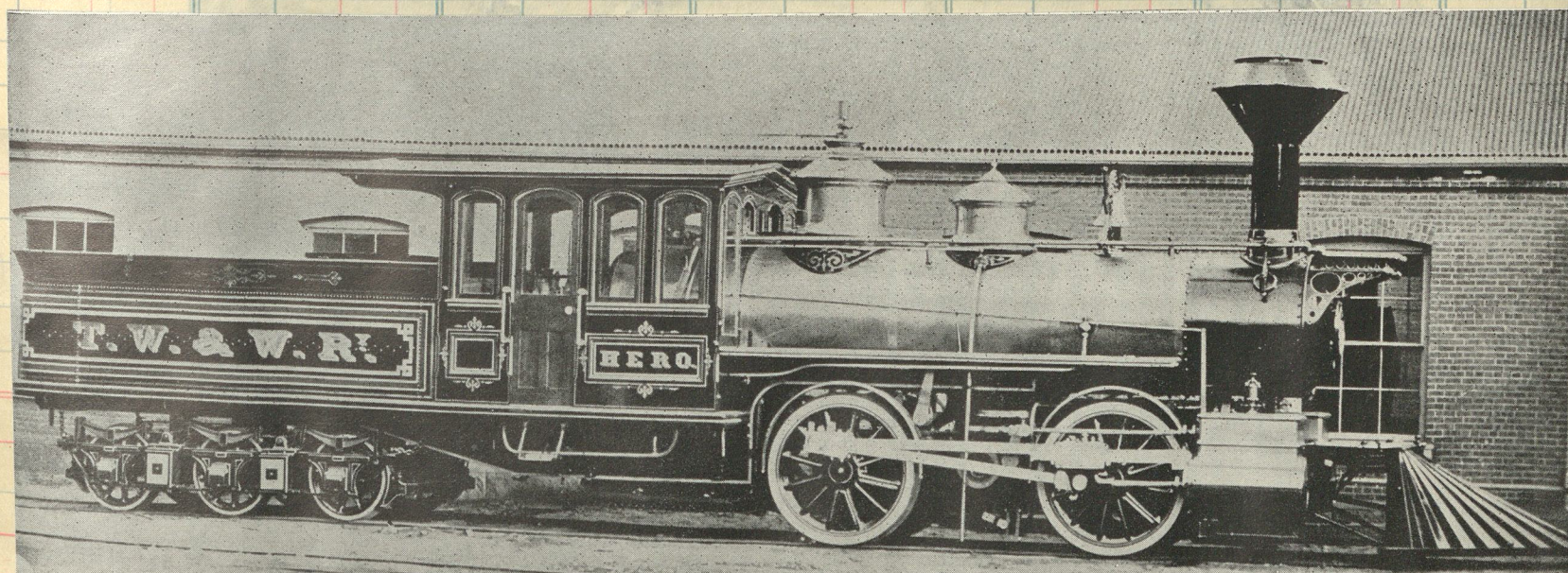
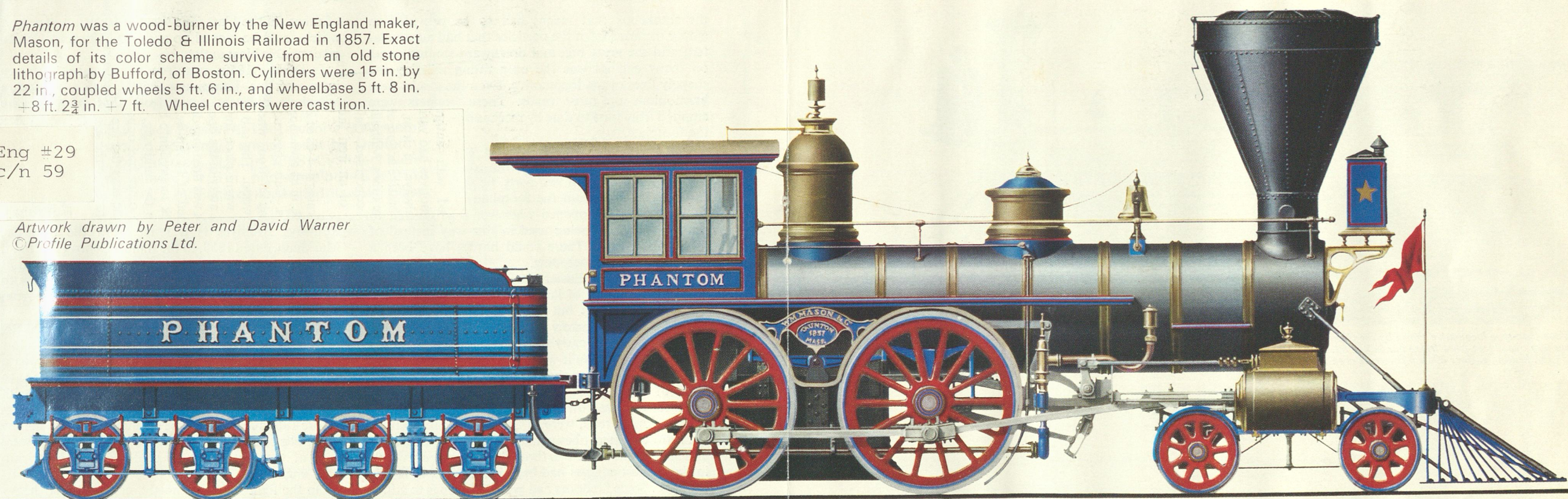


The class M-1 were the only 4-8-2's to ever work the Wabash. Baldwin delivered twenty five of them in 1930 numbered 2800-2824. They were excellent engines for fast freight or heavy passenger service. Above the 2822 with an extra near Springfield (c/n 61205) At left the 2820 (c/n 61203) works a passenger assignment. They had cyls 29x32, dvs 70", T.E. 67,400#. All remained in service up until 1953.

Phantom was a wood-burner by the New England maker, Mason, for the Toledo & Illinois Railroad in 1857. Exact details of its color scheme survive from an old stone lithograph by Bufford, of Boston. Cylinders were 15 in. by 22 in., coupled wheels 5 ft. 6 in., and wheelbase 5 ft. 8 in. + 8 ft. 2 3/4 in. + 7 ft. Wheel centers were cast iron.

Eng #29
c/n 59

Artwork drawn by Peter and David Warner
©Profile Publications Ltd.

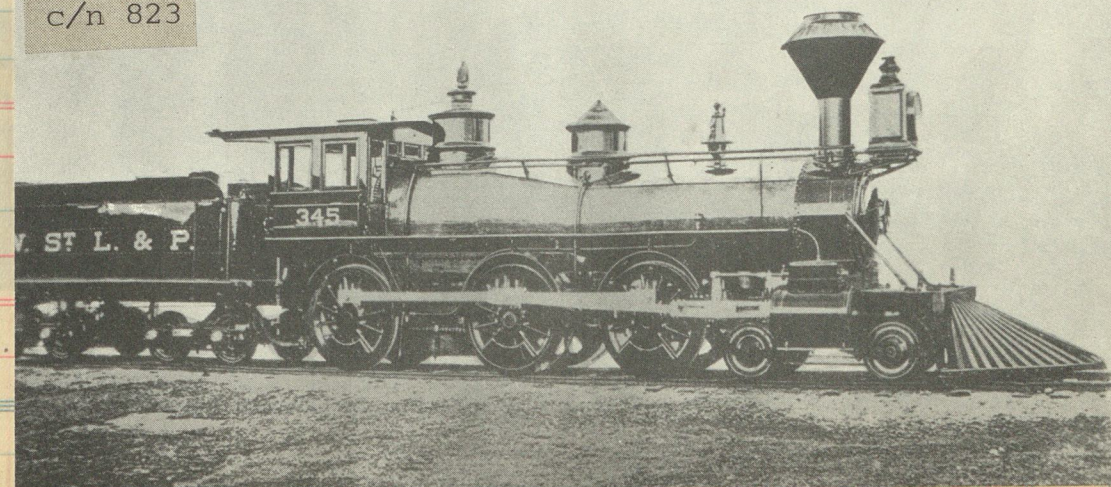


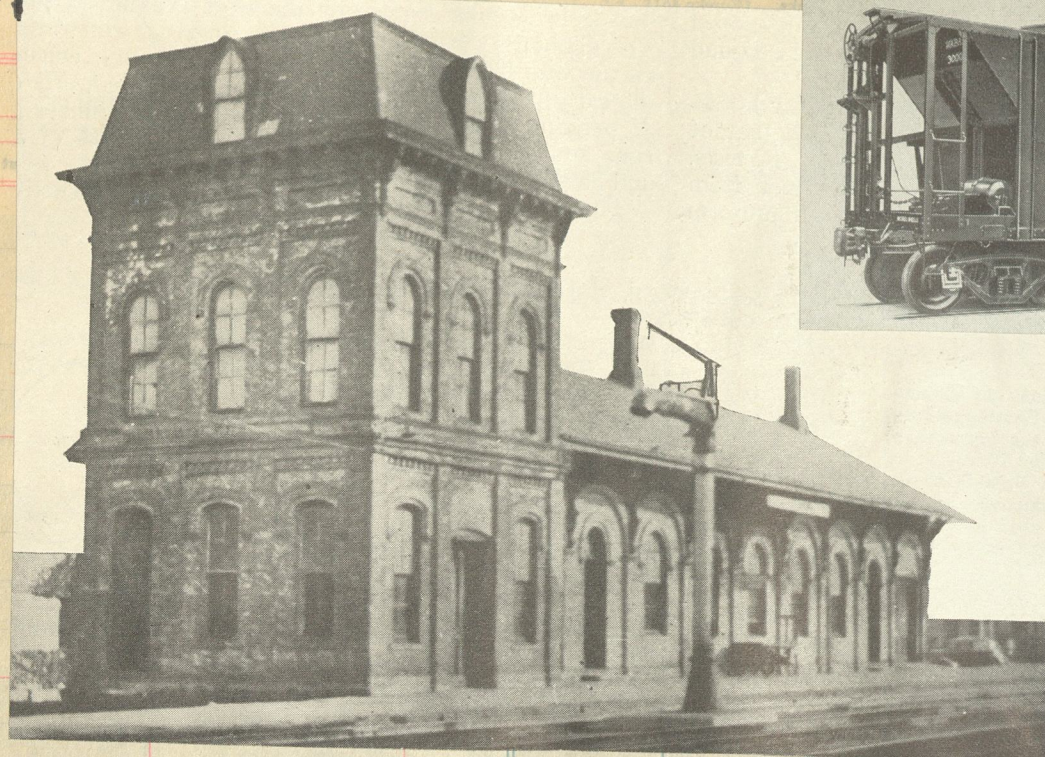
Toledo, Wabash & Western HERO #187 B1t by Mason [c/n 525] in 1874

WABASH, ST. LOUIS & PACIFIC RAILWAY was formed in 1879 by a consolidation of the St. Louis, Kansas City & Northern Railway with the Wabash Railway, which had been operated as the Toledo, Wabash & Western Railroad until 1877. The St. Louis, Kansas City & Northern traced its ancestry back to the old North Missouri Railroad. The consolidation of 1879 was engineered by the Gould interests, and resulted in a main line extended from Toledo, Ohio, to Kansas City, via St. Louis, Missouri. Engine No. 345 of the Wabash, St. Louis & Pacific was a diamond stack 4-6-0 turned out for the road in 1880 by the Rhode Island Locomotive Works. Located in Providence, Rhode Island, this New England firm began turning out locomotives in 1866 and joined the combine to become part of the American Locomotive Works in 1901.

(Courtesy of Charles E. Fasher)

345-355
c/n 823

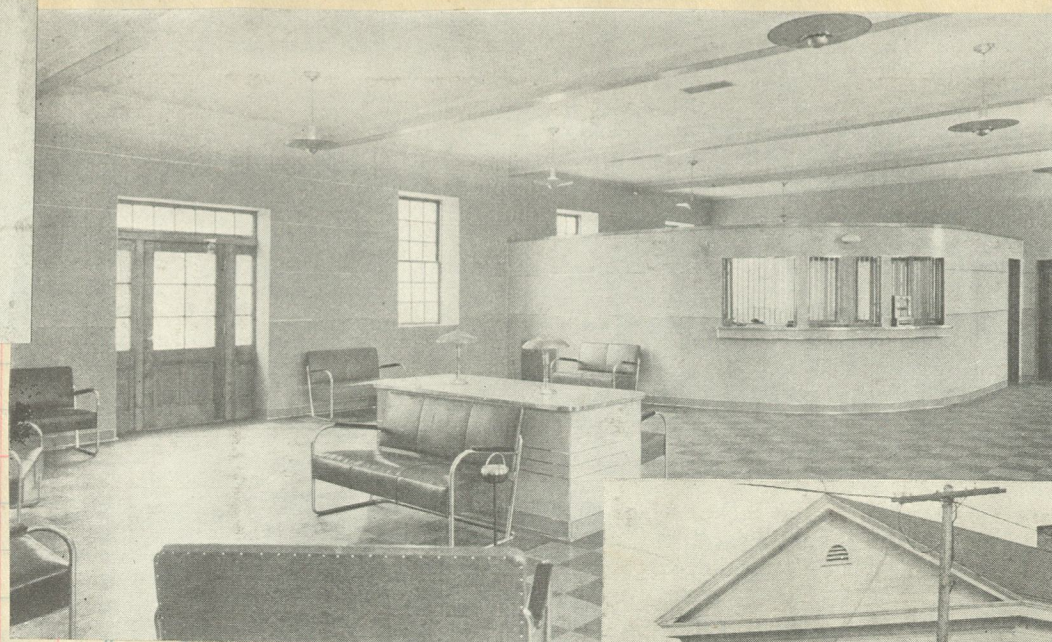




Built in 1868, the Old Station at Lafayette, Ind., Was Completely Out of Step With Present-Day Trends in Passenger Facilities



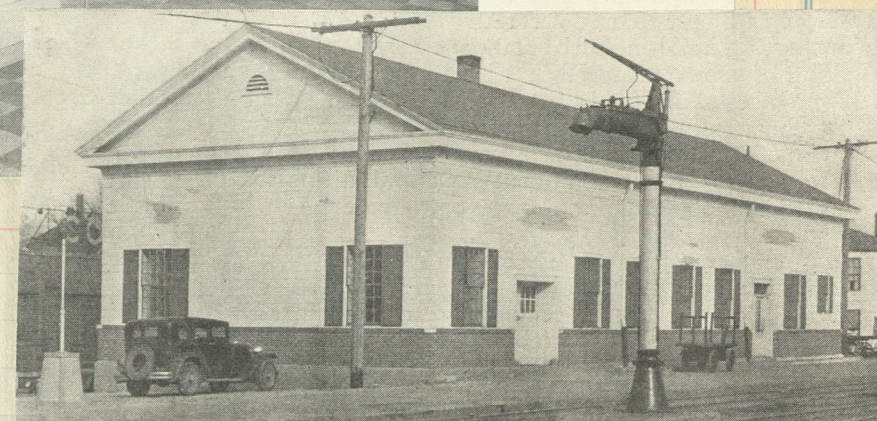
ref 1940



Modern Building Materials Revolutionized the Interior of the Old Station. As Is Shown in this View of the Waiting Room

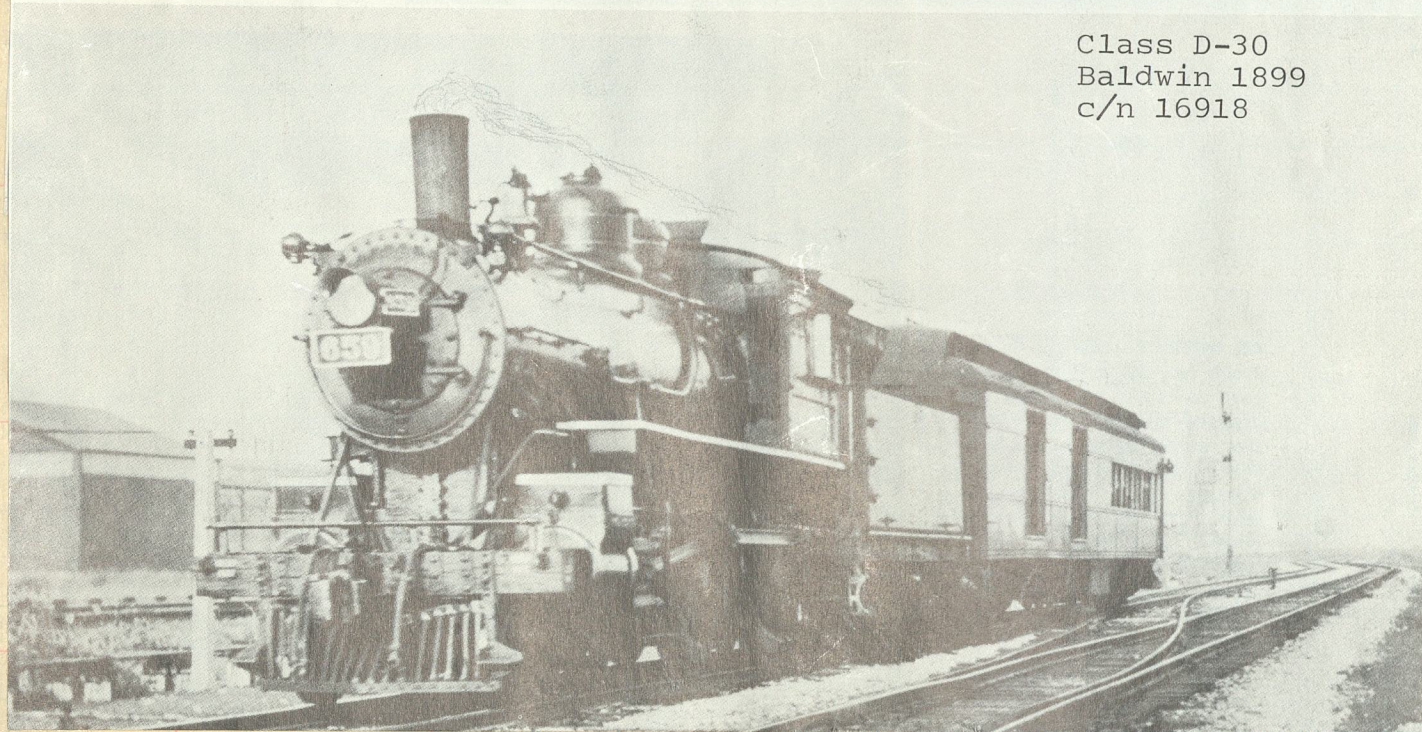
1940

LAFAYETTE
Before and after



1924 11000-11249

IN ADDITION TO THE CHICAGO-DECATUR TRAIN, the former Wabash once operated this daily commuter between Chicago and Landers, Illinois, the sight of a present day Norfolk and Western classification yard. Steamer No. 659 is a 4-4-0 and it handled a single combine for the run. (Courtesy H. W. Pontin, Rail Photo Service)



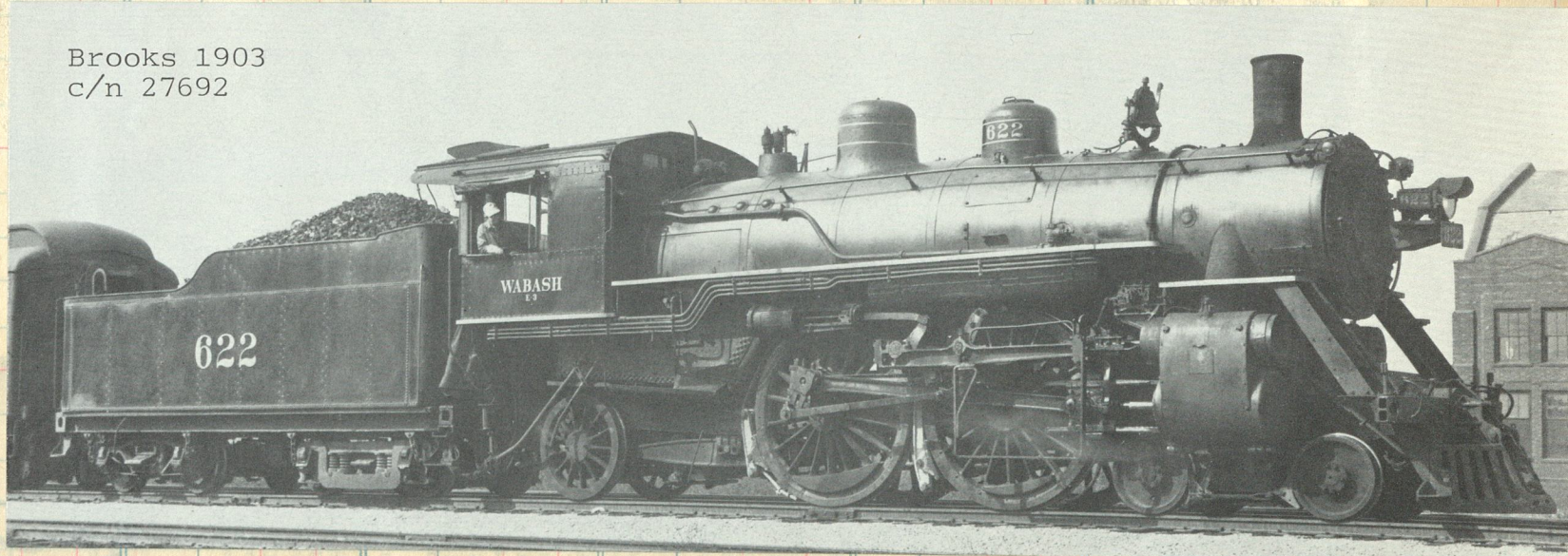
Class D-30
Baldwin 1899
c/n 16918

Eastbound Chicago local at Ashburn, Ill in 1933

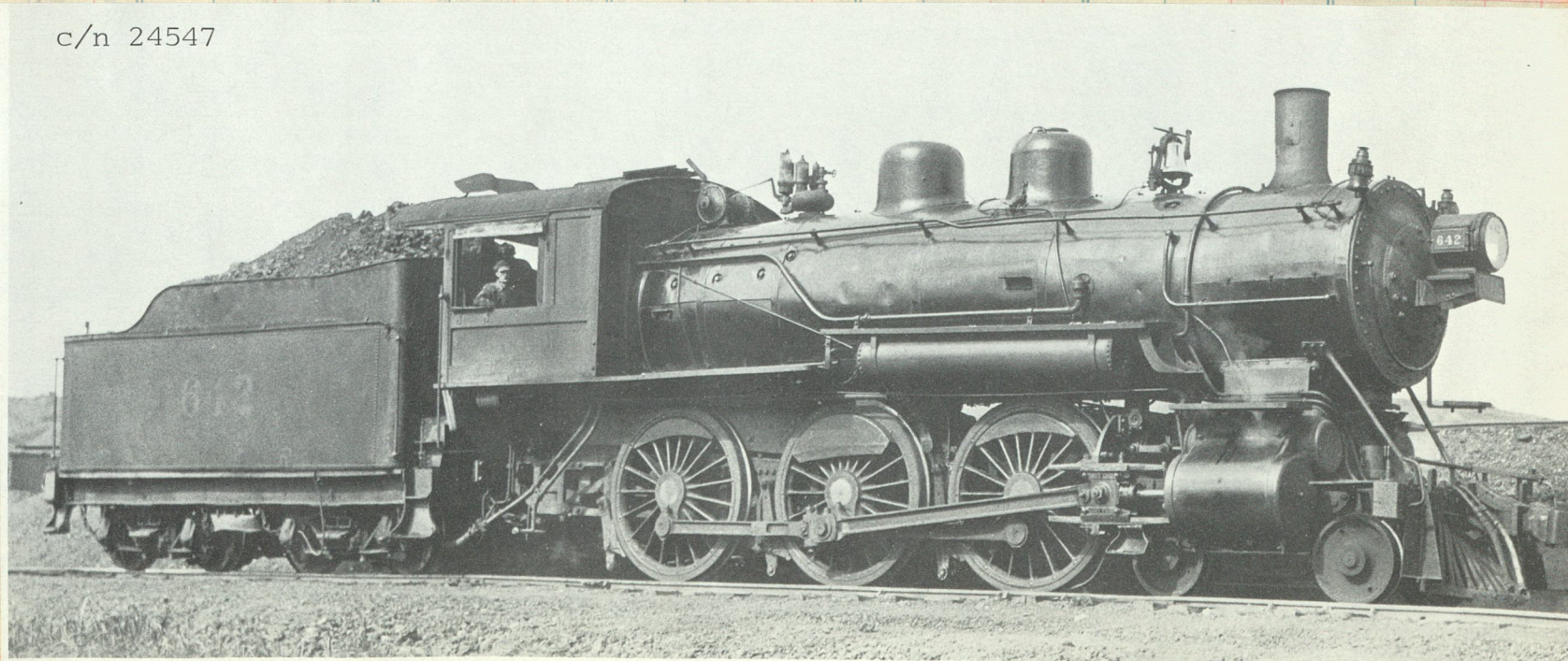


#653 b1t at Rhode Island 1899
c/n 3131

Brooks 1903
c/n 27692



c/n 24547



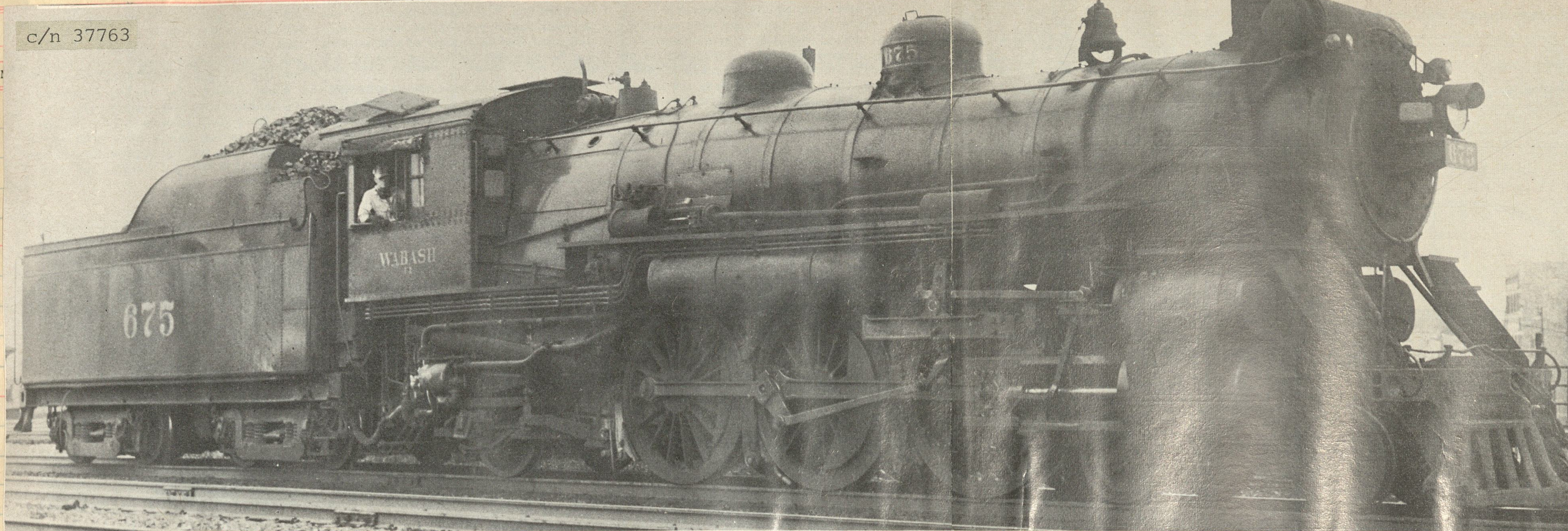
H-12 636-645 21x28cyl 74"DR 210BP 29,785TF 193,330wgt Baldwin, 1904

J. Foster Adams/State Historical Society of Wisconsin coll.

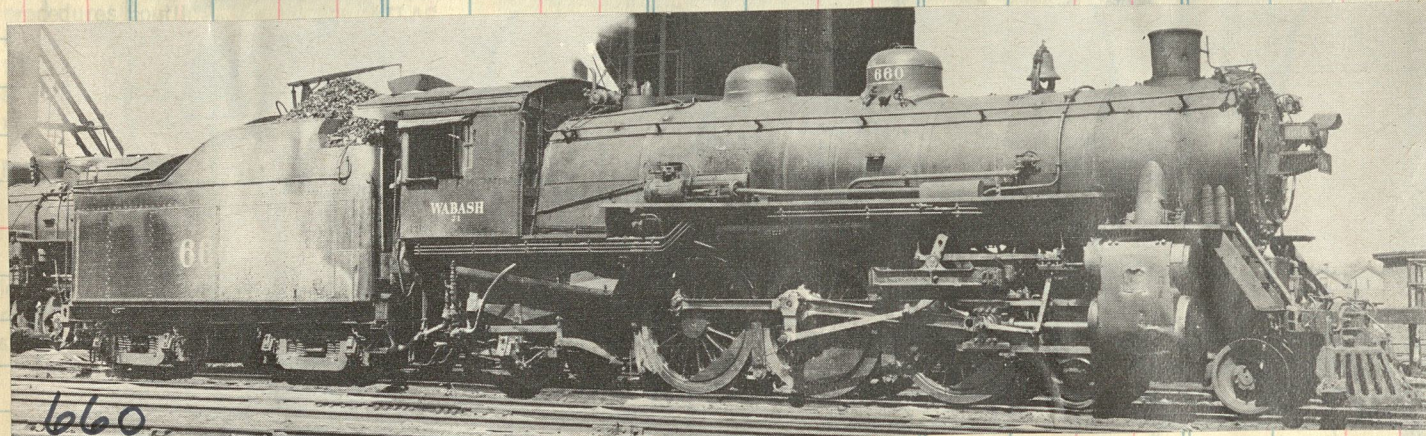
A well-polished, blue-painted Wabash 4-6-2 leads the St. Louis-bound Bluebird through Palos Park, Ill. This neatly ballasted main line is double-tracked out of Chicago for 34.6 miles to Brisbane. Four lines make strong bids for the heavy Chicago-St. Louis passenger traffic.



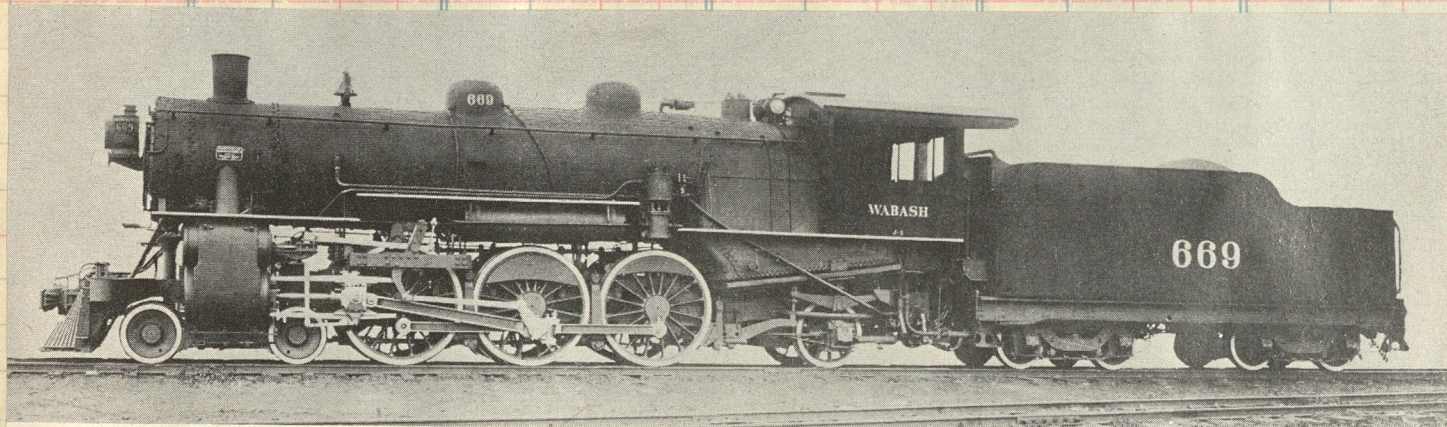
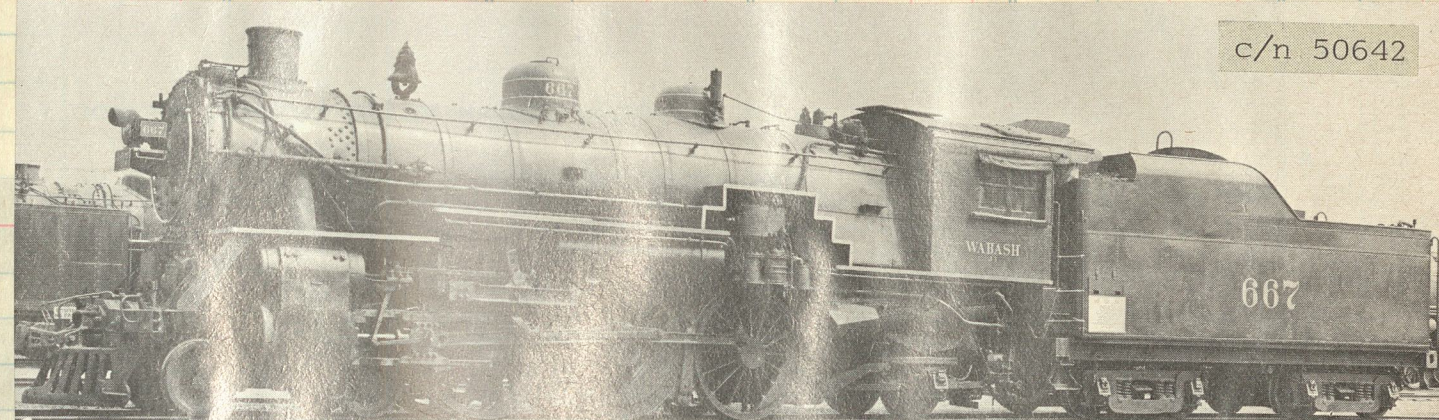
c/n 37763



In 1912 the Wabash took delivery of sixteen Pacifics. Classed J-1 and noed 660-675. Ten (660-669) built by Richmond and six by BLW Cyls 24x26, dvs 74"BP 215# and TF 36,984. All remained in heavy main line service until retired and did it with out any excessive re-building. Improvements were power reverse gear feedwater heaters and drop knuckle pilots



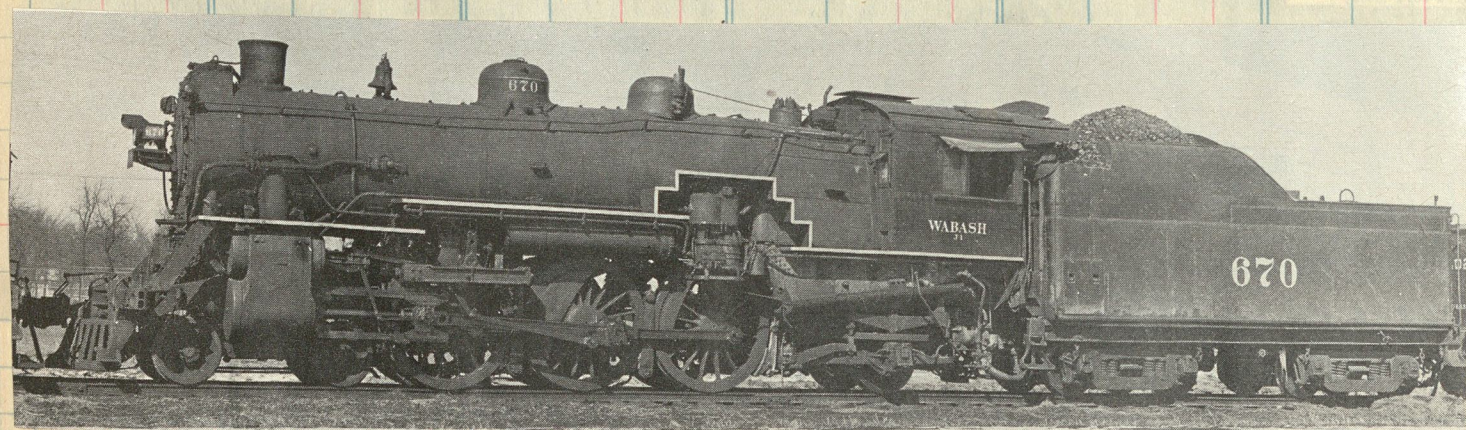
c/n 50642



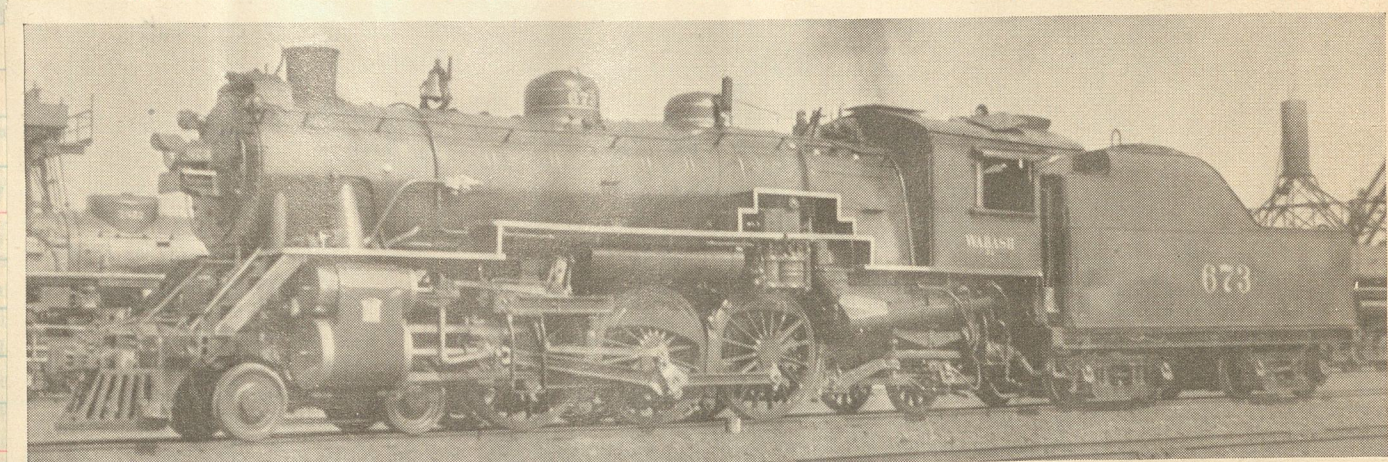
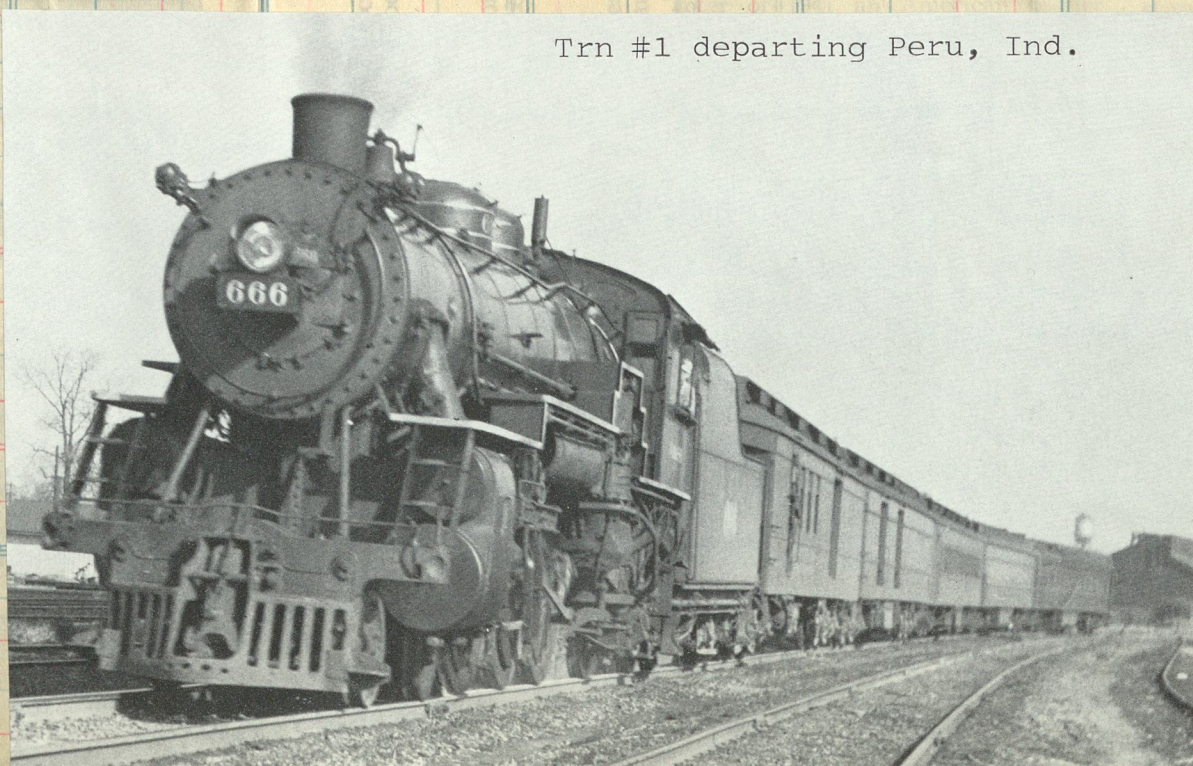
670-675
Baldwin
c/n 37726



Engine 669: builder's photo. This was the last of the Alco-built series. TRAINS collection



Trn #1 departing Peru, Ind.



Railroad Photographs

FINISHED IN BLUE AND GOLD WITH CHROMIUM TRIM
Super-Pacific locomotive 673 of the Wabash Railroad is just out of the shop at Decatur, Ill., after being specially conditioned for pulling the Banner Blue Limited train out of Chicago.

Train #2 on the approaches to the Merchants Bridge at St Louis

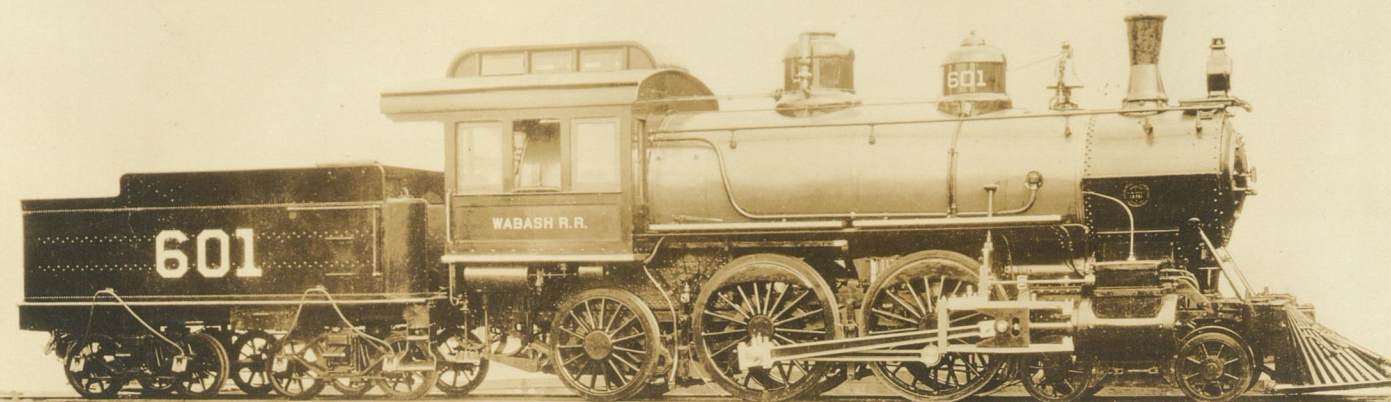
No. 2—DETROIT LIMITED.
Sleeping Cars.
12 Sec. 2 Double Bedrooms Car No. 52—St. Louis to Detroit.
8 Sec. D. R-2 Comp.-Car No. 50—St. Louis to Detroit.
12 Sec. Drawing Room-Car No. 54—St. Louis to Detroit.
10 Sec. Observation-Lounge Car No. 46—St. Louis to Toledo.
Cafe Car (Radio)—St. Louis to Detroit.
Reclining Chair Cars—St. Louis to Detroit.
Coach—Ft. Wayne to Toledo. —Rail Auto Service available



Still as frisky as ever, a 35 year old Atlantic (Baldwin 1904) whips Train #79 thru Oakwood Jct., Michigan in 1939

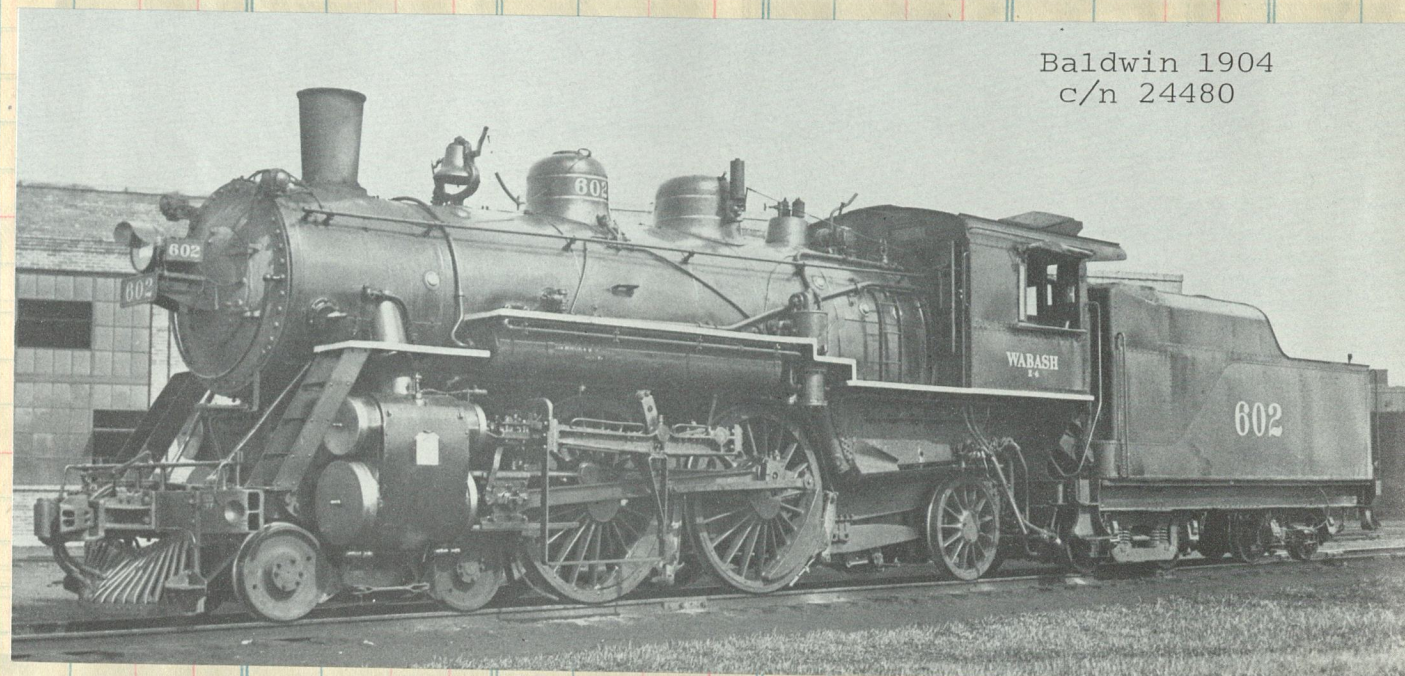


2nd #602 Baldwin 1904
c/n 24480

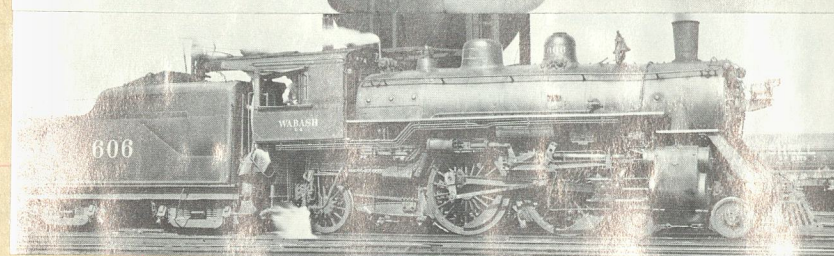


Baldwin built five of these "ugly ducklings" in 1898. These along with the Southern Pacific's A-2 class had to be the most atrocious looking Atlantics in American railroading!!! Noed 601-605, renoed 1601-1605 in 1904 c/n 15781. She lasted until 1931.

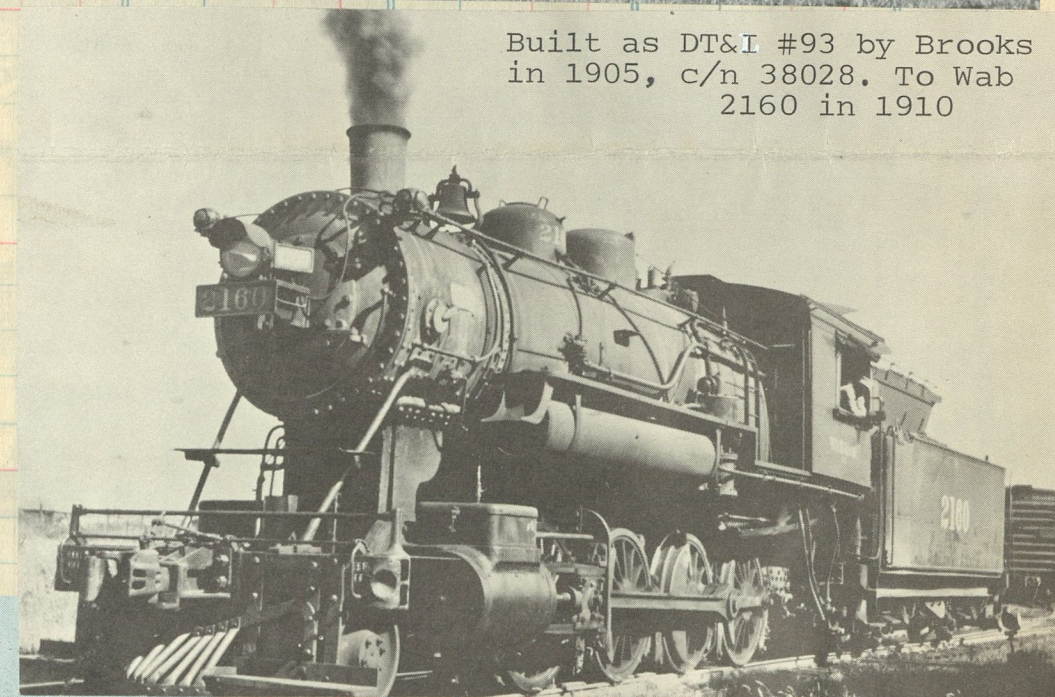
Baldwin 1904
c/n 24480



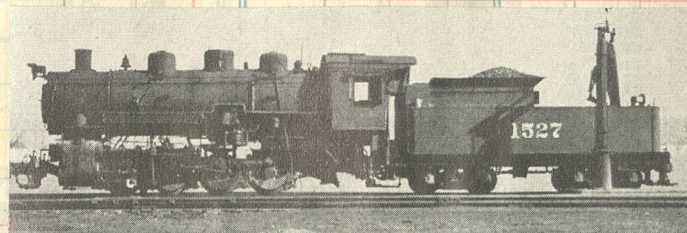
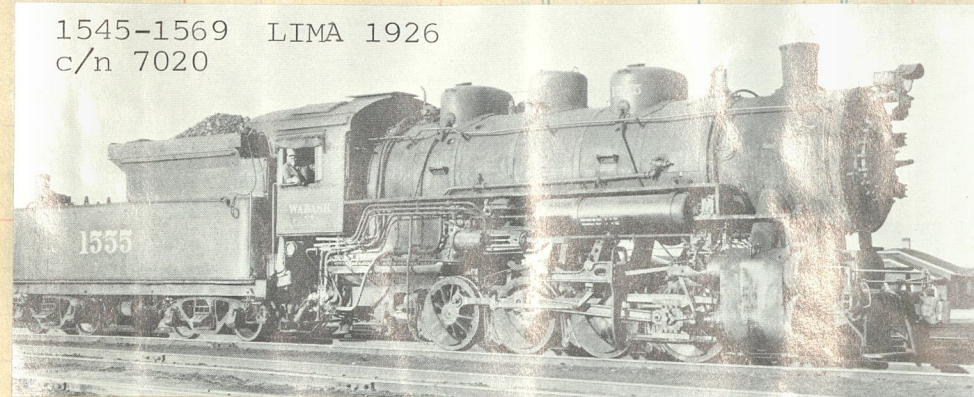
602-611 c/n 24507 Baldwin 1904



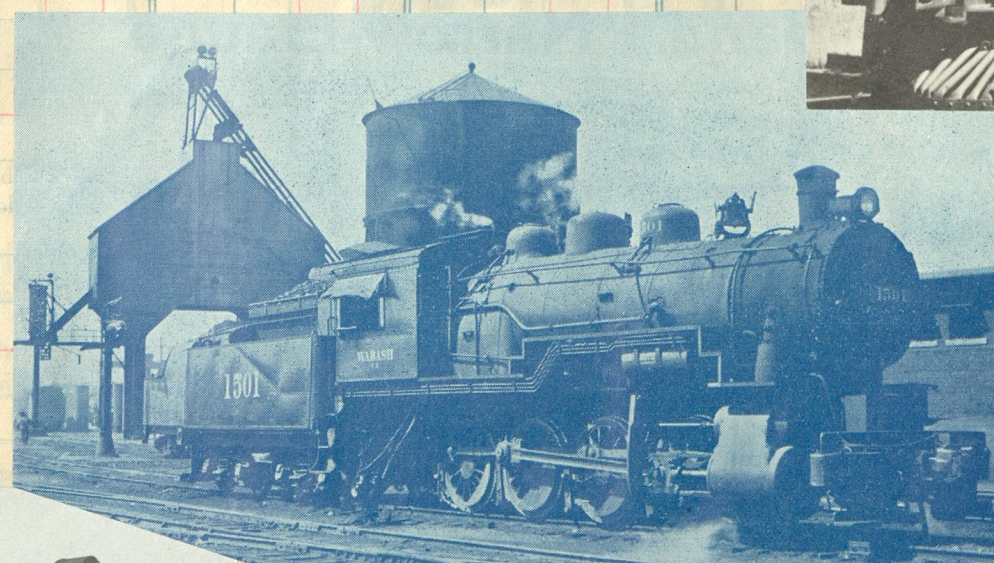
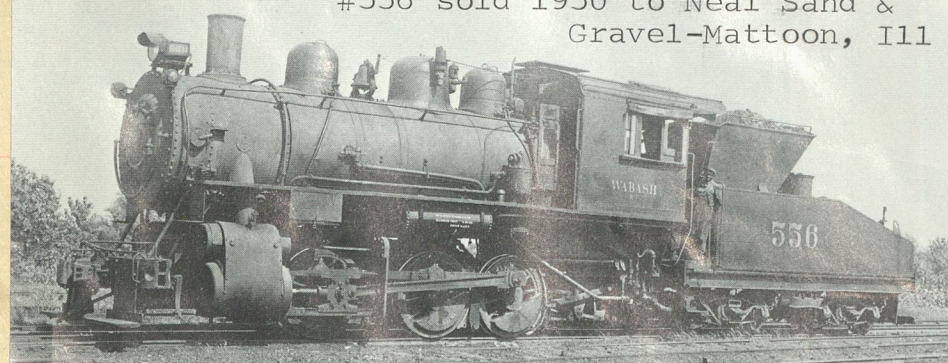
Built as DT&I #93 by Brooks in 1905, c/n 38028. To Wab 2160 in 1910



1545-1569 LIMA 1926
c/n 7020

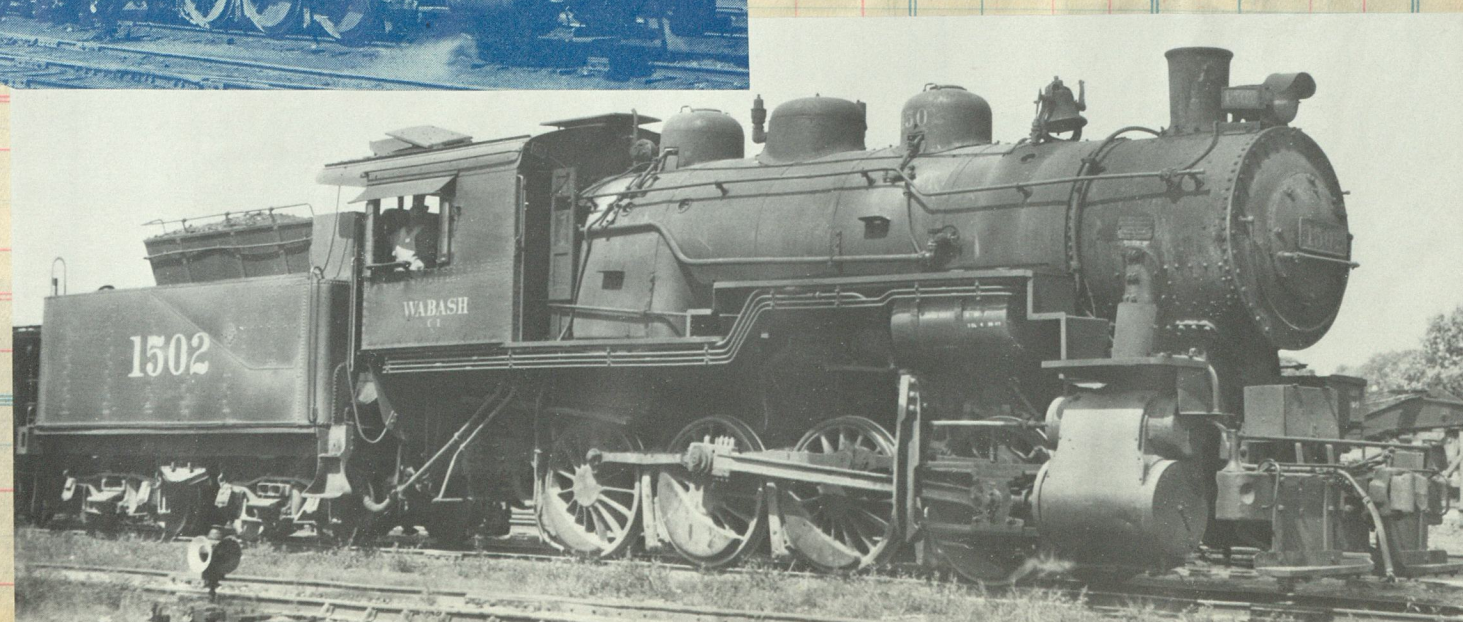
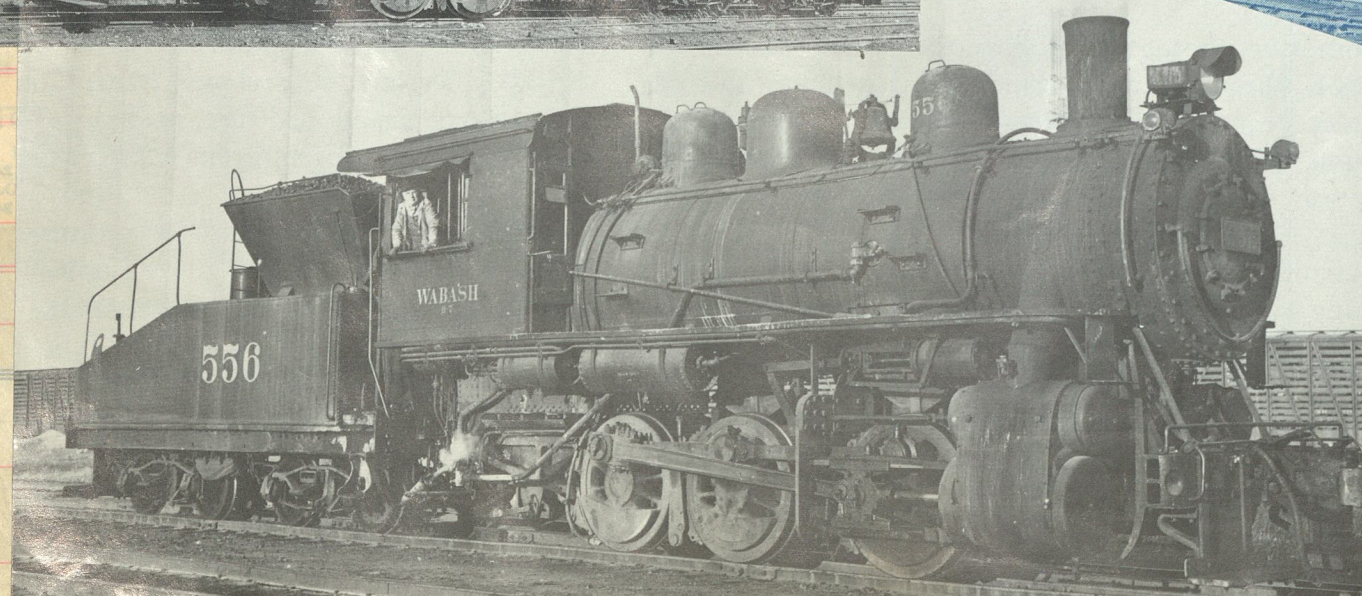


555-566 c/n 37647 Baldwin 1912
#556 sold 1950 to Neal Sand & Gravel-Mattoon, Ill



#1501-Orig DT&I 2-8-0 #101 b1t by Brooks 1905 c/n 38036. Purchased by Wabash 1910 and noed 2162. Reblt to 0-8-0 in 1917 and noed 1501.

#1502-Orig DT&I 2-8-0 #115 b1t by Brooks 1905 c/n 38050. Purchased by Wabash 1910 and noed 2156. Reblt to 0-8-0 in 1917 and noed 1502.

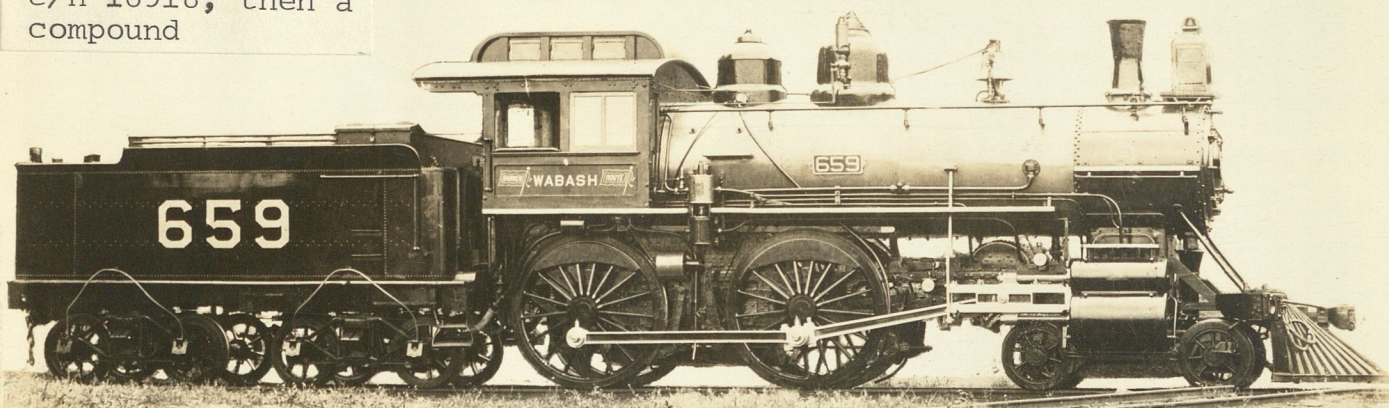


Clos. No. Sold Ar

mount Clos. No. Sold Amount



c/n 16918, then a compound

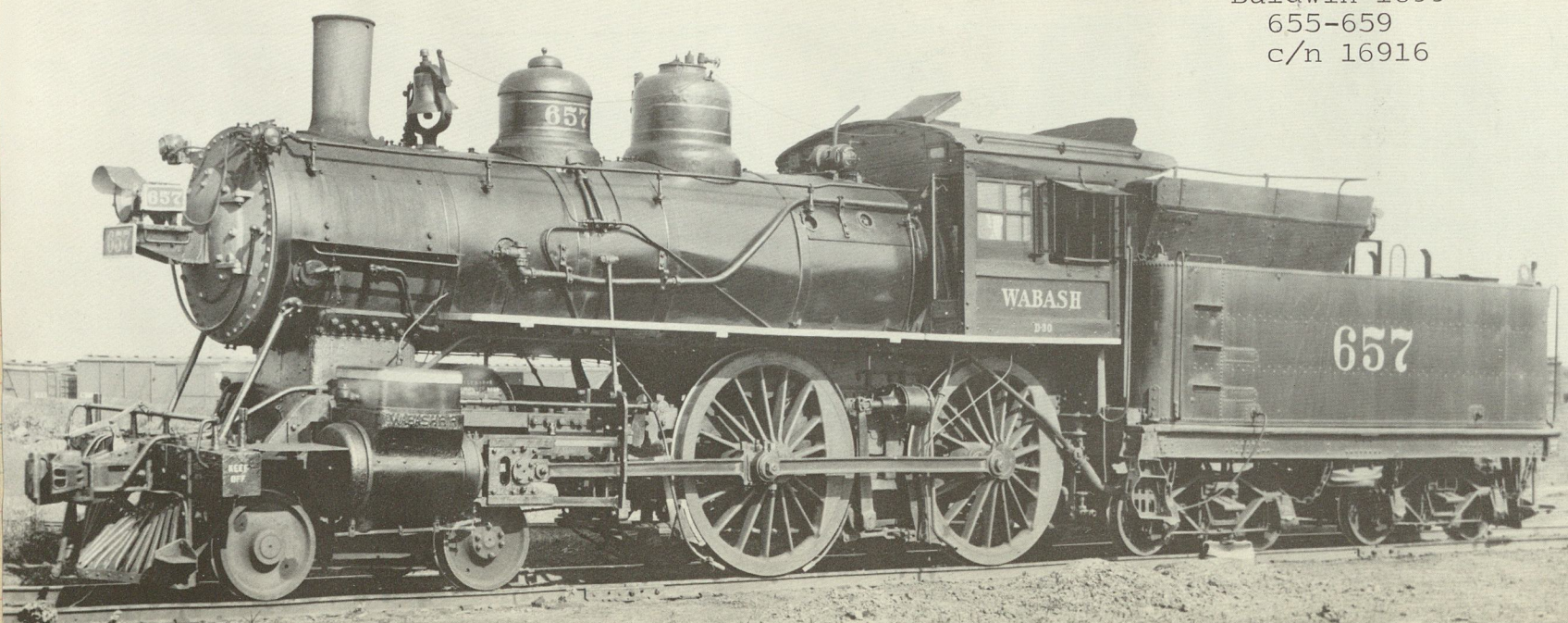


Back in 1931, No. 659 was one of two 4-4-0's (the only Americans left in the city, to the photographer's knowledge) that the Wabash used to help roll six workday commuter trains from Dearborn Station to Orland Park, Ill.

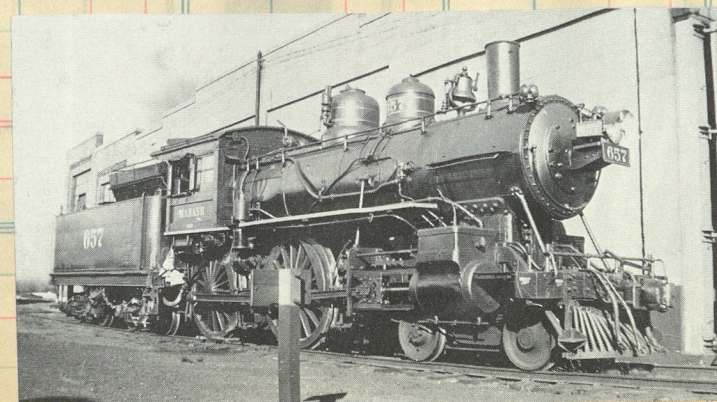
For details on the Chicago terminals see the final pages of this volume.

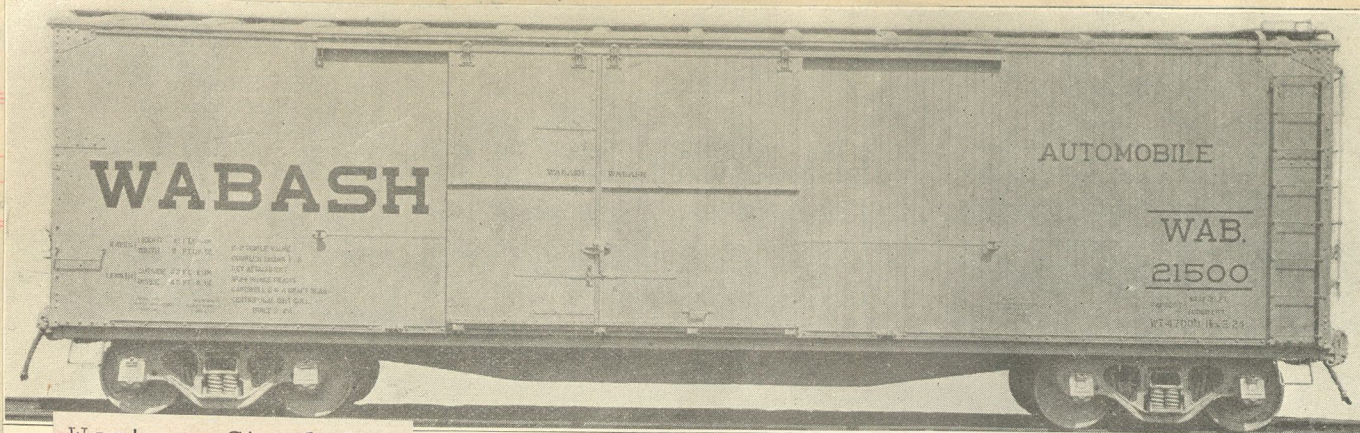
A. W. Johnson.

Baldwin 1899
655-659
c/n 16916



Rhode Island 1899
c/n 3131

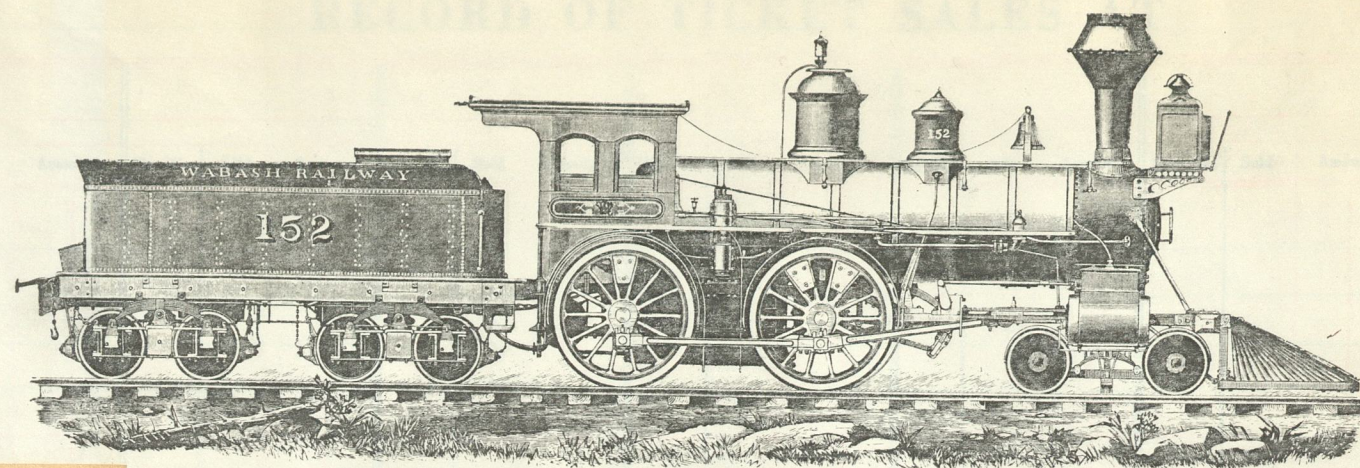




Western Steel Car
& Foundry 1924

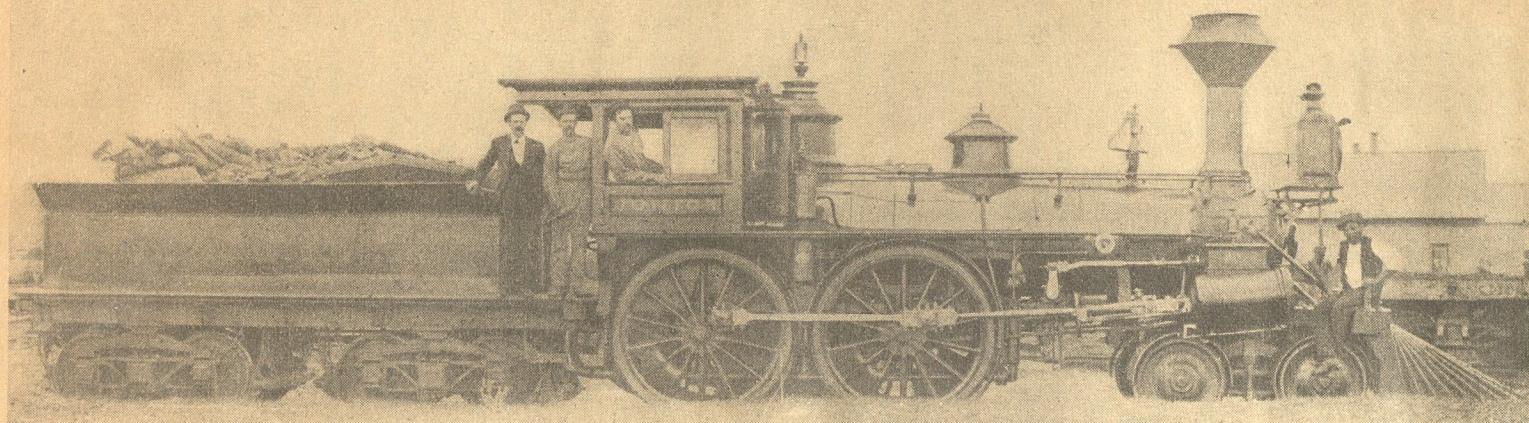
40-Ton Capacity Double Sheathed Automobile Car.

21250-22999



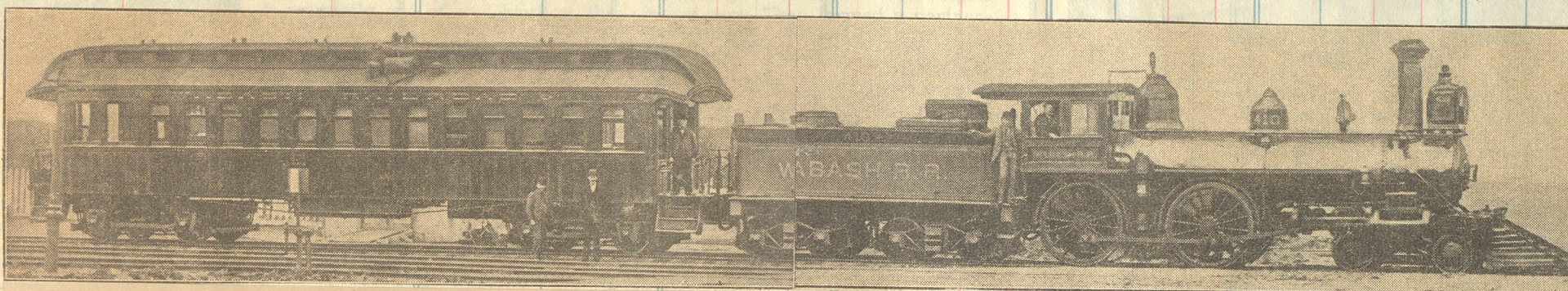
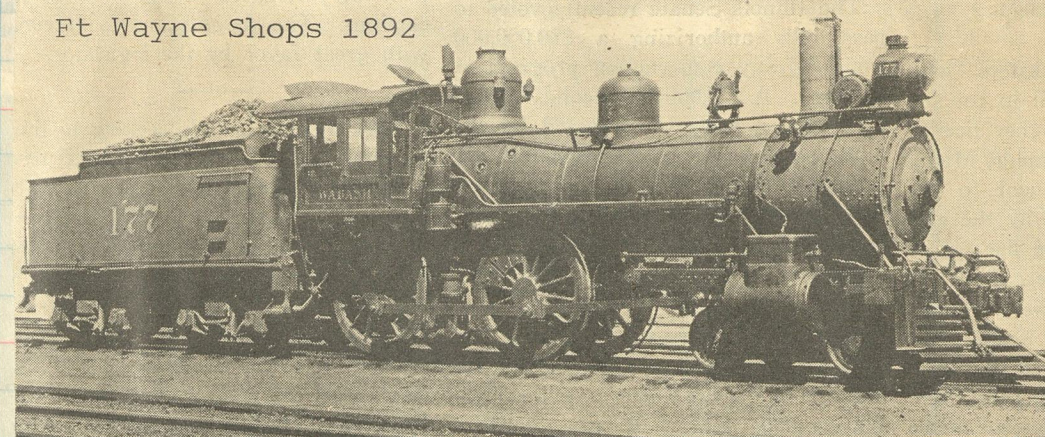
Built at the Springfield Shops 1879

Rhode Island 1871



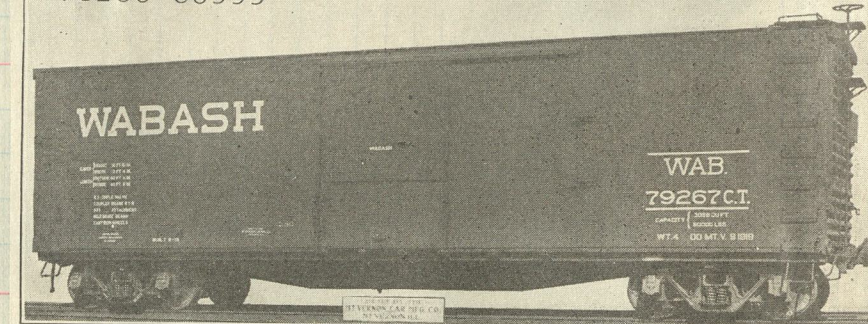
THE JUNIOR, on Detroit, Eel River & Illinois road (now Wabash) at Auburn Jct., Ind., in 1877; Engr. Wm. A. Ray

Ft Wayne Shops 1892



The most popular train on the road...the Paycar! Shown here at Moberly, Mo. being handled by the 410, built as Quincy, Missouri & Pacific #4, rebuilt by the Wabash in 1881 and numbered 410.

78200-80999



Mt Vernon 1920



WABASH station on old St. Louis Exposition Grounds

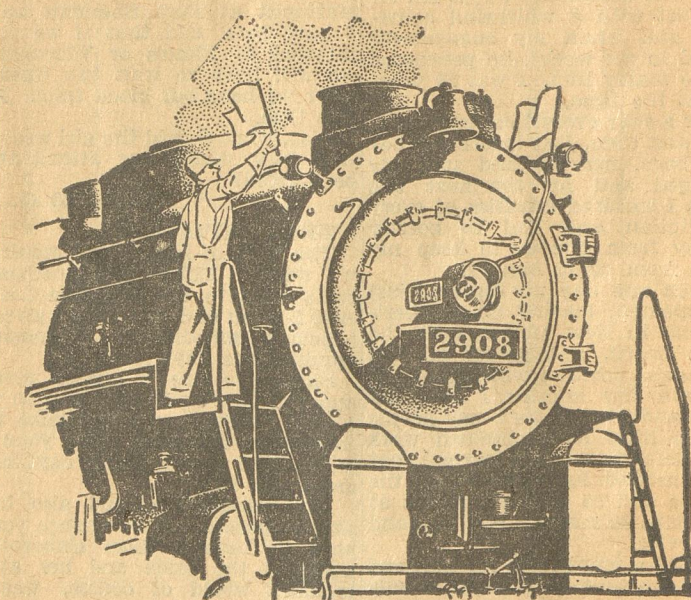
Northern Cross "Rogers" was built June 1838 by Rogers, Ketchum & Grosvenor ordered by Chas Oakley as South Carolina "Experiment" c/n 4, cost \$6,500. Later to the Sangamon & Morgan



acf 1927

47000-47999

ACF Archival Photo



THIS white flag is the Wabash battle banner

WHITE flags, flying from so many Wabash locomotives these days, ask no truce. They are Wabash battle flags. Every engine that carries them is hauling an "extra" train, helping to win America's battle of transportation. Every run made by a Wabash "extra" is Service for Victory!

HOW YOU CAN HELP US SERVE U. S. BETTER
Schedule your trips for mid-week. Trains are less crowded. And your mid-week travel makes more room available on week-ends for those who can go no other time.

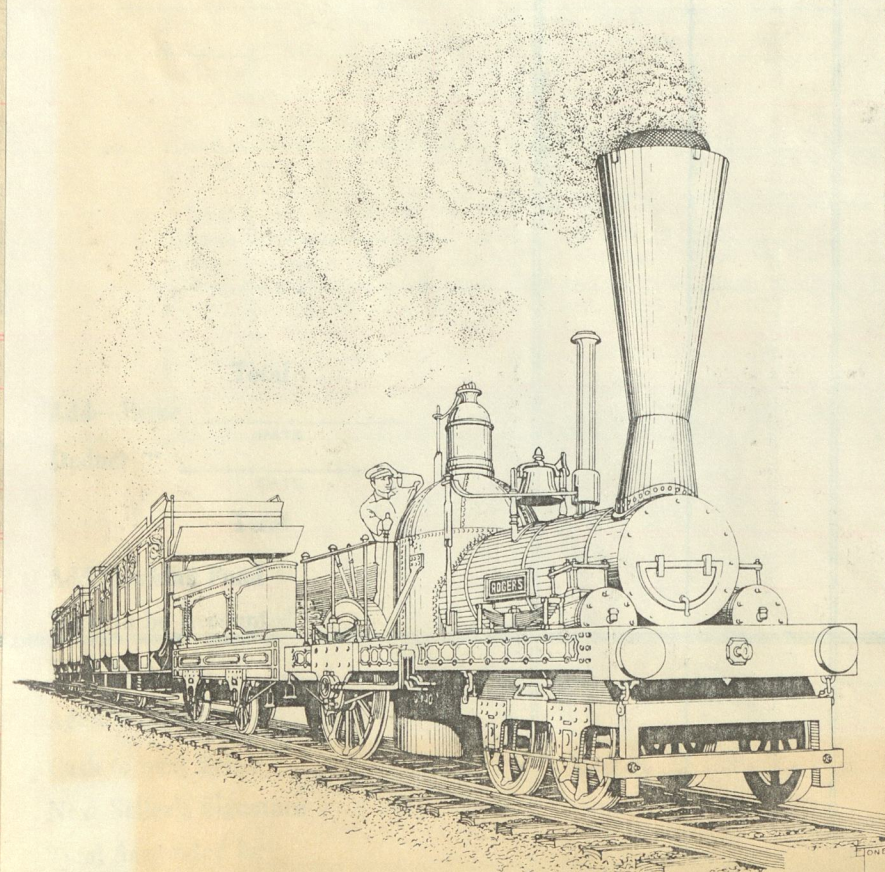


L. W. Bade, Asst. Pass. Traffic Mgr., Chicago

WABASH
RAILROAD COMPANY

SERVICE FOR VICTORY

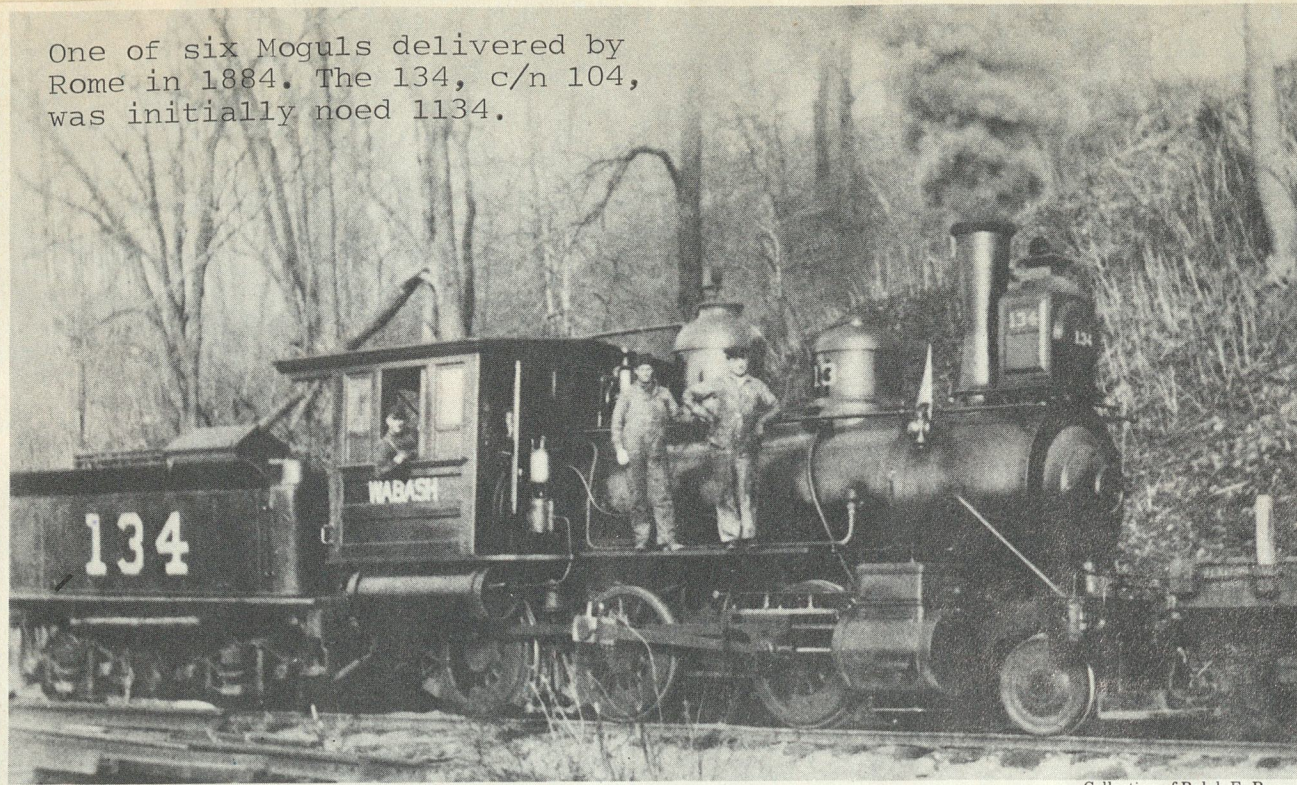
Jan 6, 1943



PASSENGER CAR REPAIR SHOPS AND STORES BUILDING AT DECATUR COMPLETED LAST YEAR

1924

One of six Moguls delivered by Rome in 1884. The 134, c/n 104, was initially noed 1134.

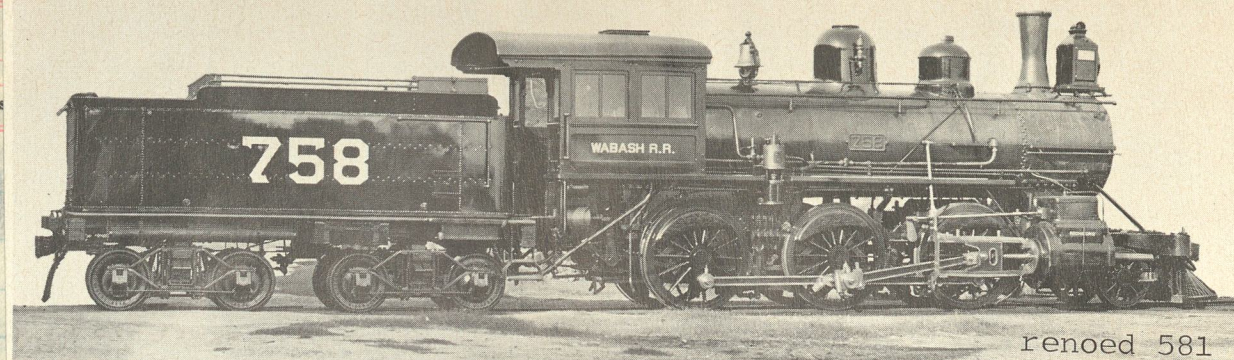


Collection of Ralph E. Bevers.

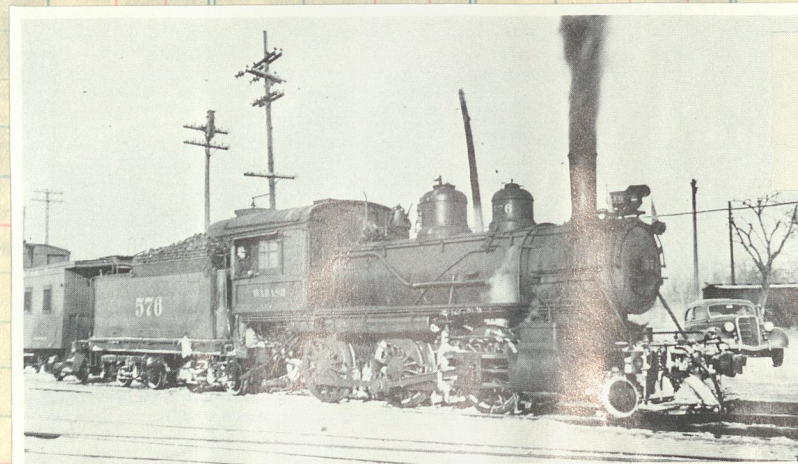
756-758

c/n 2859

Richmond 1899

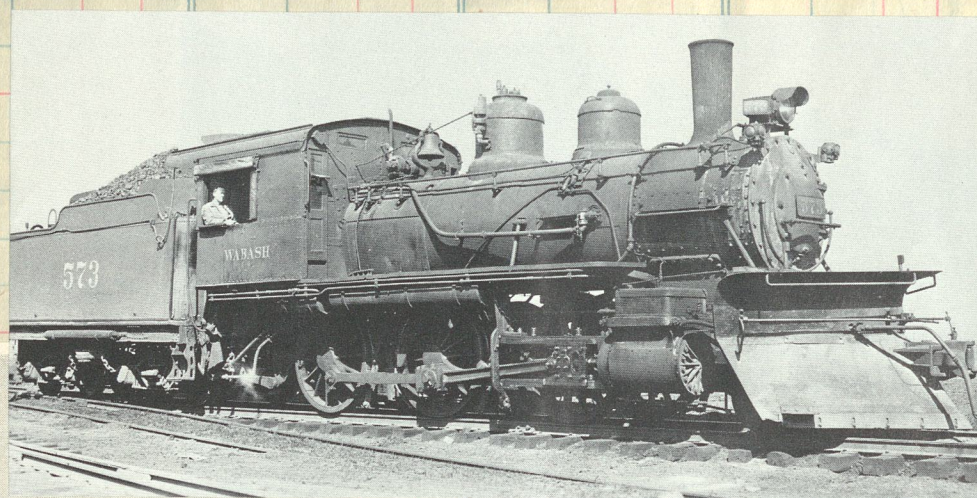


renoed 581

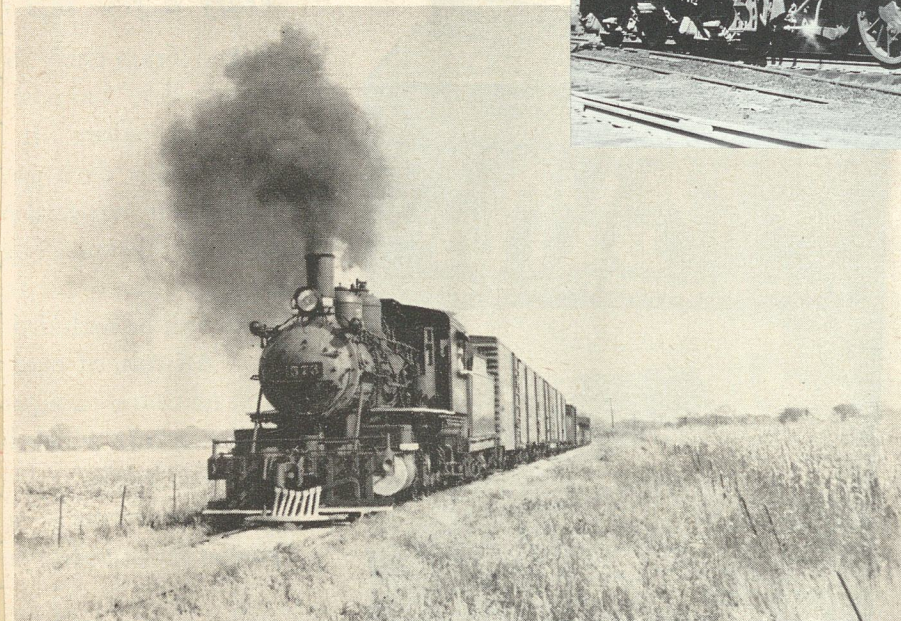


Original #756
Made the last
steam run
Feby 11, 1955

The 573 now on static display at St Louis Transport Museum



Don Hofsommer.



WABASH Mogul No. 573 tools along on a fall day at the head of train No. 3 west of Carthage, Ill.

BLUFFS AND KEOKUK.			
No. 3	Mls.	October 25, 1959.	No. 12
Freight	...	(Cent. Stand. time.)	Freight
*8 15 A.M.	0	Bluffs...arr.	6 50 P.M.
*8 35 "	6.0	Meredosia ...	6 20 "
*8 59 "	13.6	Versailles ...	5 49 "
*9 19 "	20.0	Hersman ...	5 29 "
*9 47 "	22.6	Mount Sterling ...	5 20 "
*10 03 "	28.6	Timewell ...	5 03 "
*10 19 "	33.5	Clayton ...	4 50 "
*10 42 "	40.2	Golden ...	4 29 "
*10 58 "	43.1	Chatton ...	4 20 "
*11 10 "	48.9	Bowen ...	4 06 "
*11 23 "	53.6	Denver ...	3 53 "
*11 33 "	57.5	Bentley ...	3 40 "
*11 57 A.M.	62.6	Carthage ...	3 25 "
*12 22 P.M.	68.0	Elvaston ...	3 05 "
*12 32 "	74.5	Hamilton ...	2 40 "
1 30 P.M.	75.8	Bluffs...lv.	*2 30 P.M.

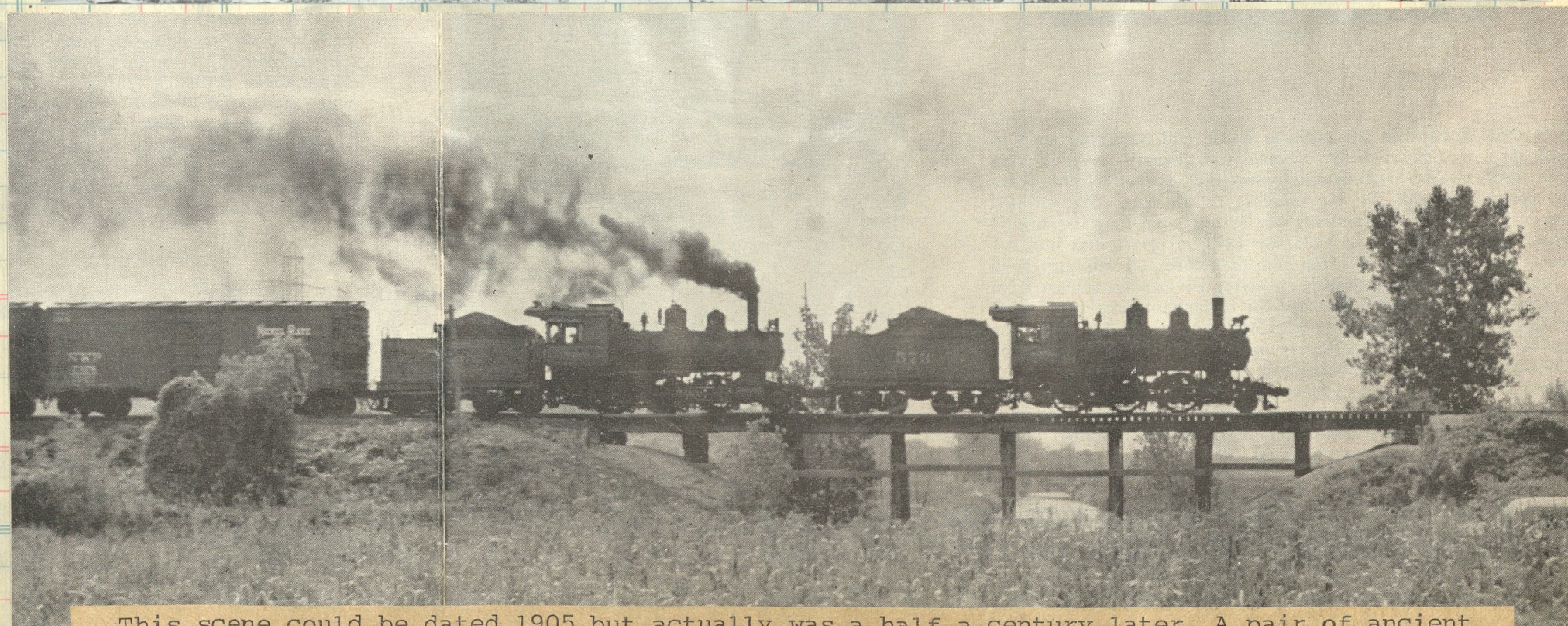


The 587 departing from Bluffs with the mixed for Keokuk. For the next six miles to Meredosia will be running on the old Northern Cross, the first trackage of the Wabash, Built in 1838

The 587 was built at Rhode Island in 1899 as #766 c/n 3140.

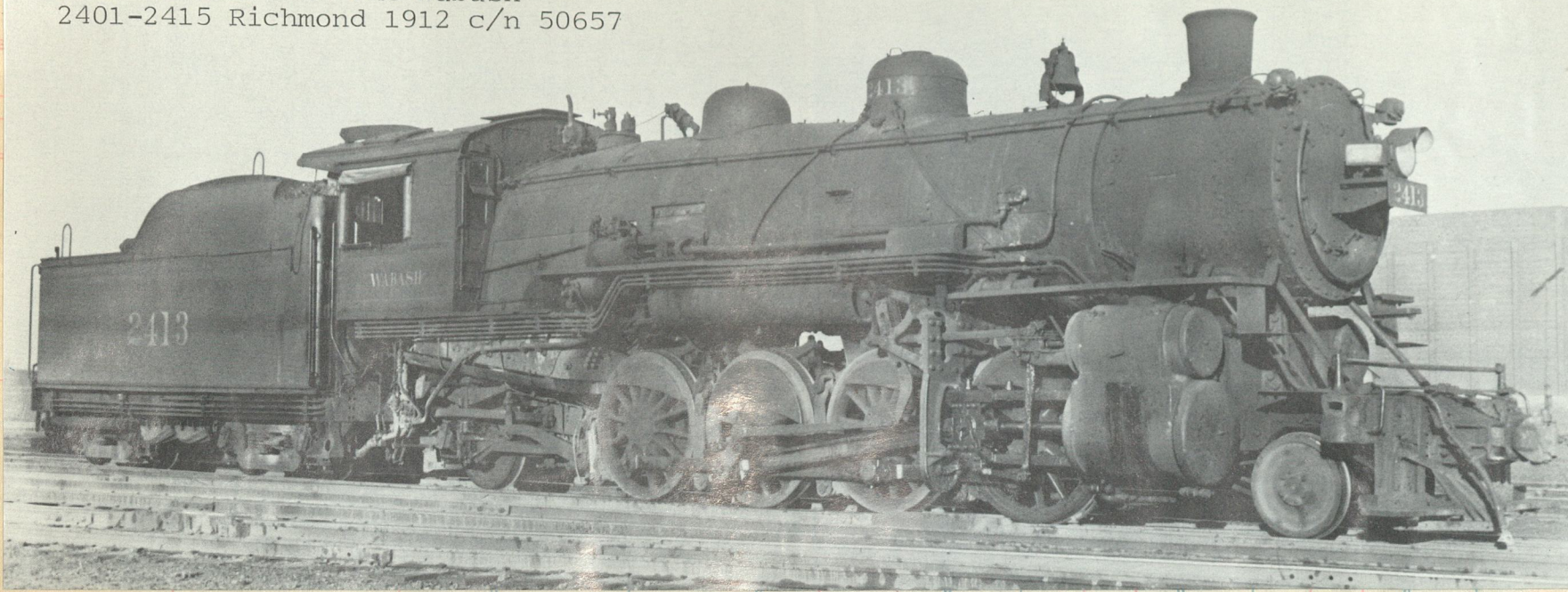


In the grand old tradition:
The little Moguls fight the incline near Versailles

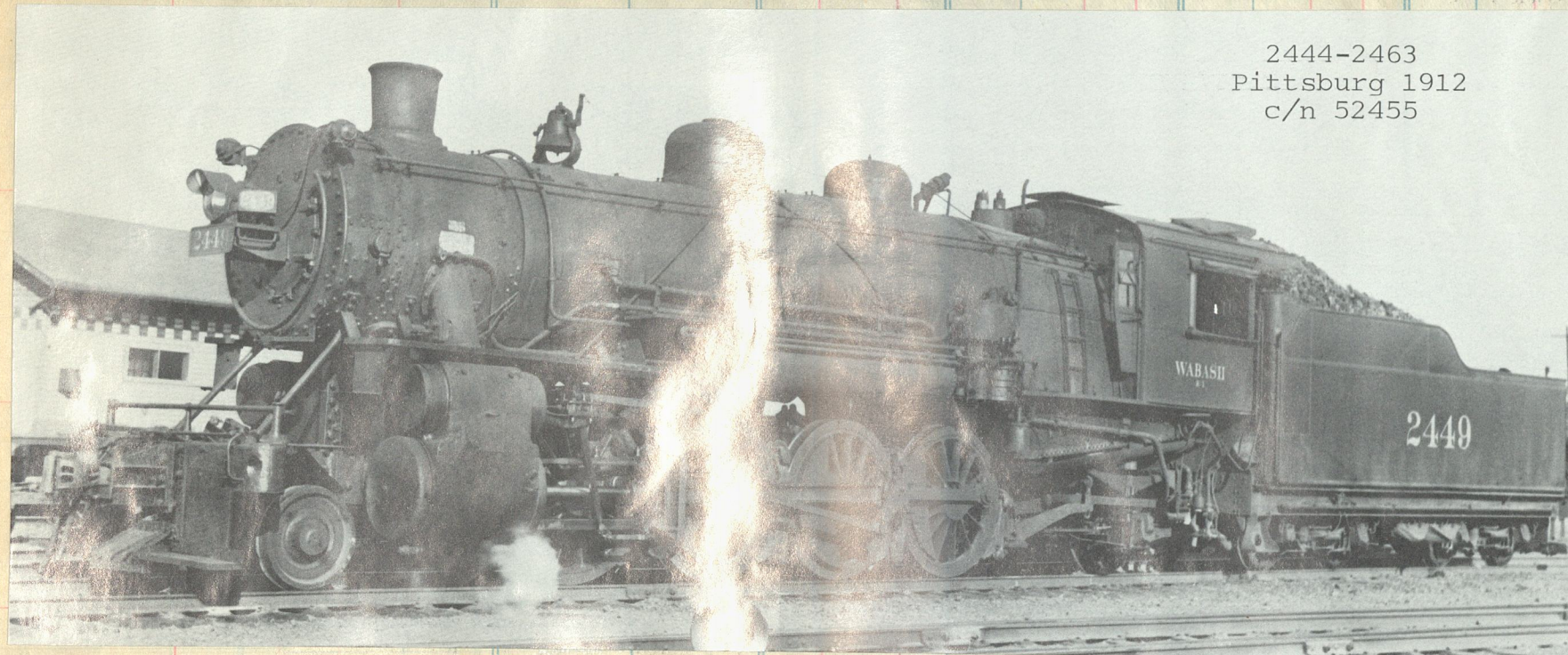


This scene could be dated 1905 but actually was a half a century later. A pair of ancient Moguls drift along with the Bluffs-Keokuk local. Steam on the Wabash had been retired by 1953 but due to bridge restrictions the little 2-6-0's had the honor of closing down 117 years of steam operations.

Initial Mikes on the Wabash
2401-2415 Richmond 1912 c/n 50657



2444-2463
Pittsburg 1912
c/n 52455

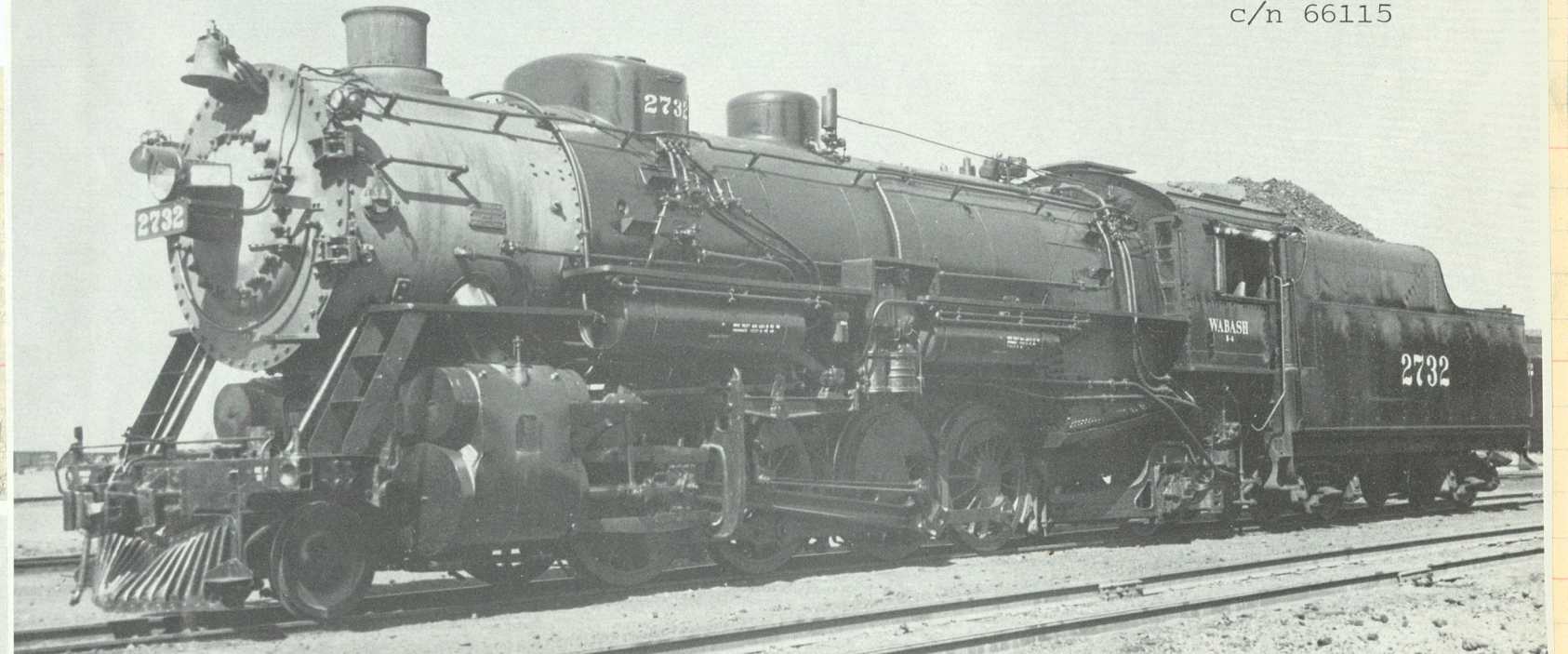


Extra 2278 west gets orders at Valley City, Ill.

2700-2719 K-4b c/n 66138 Schenectady 1925



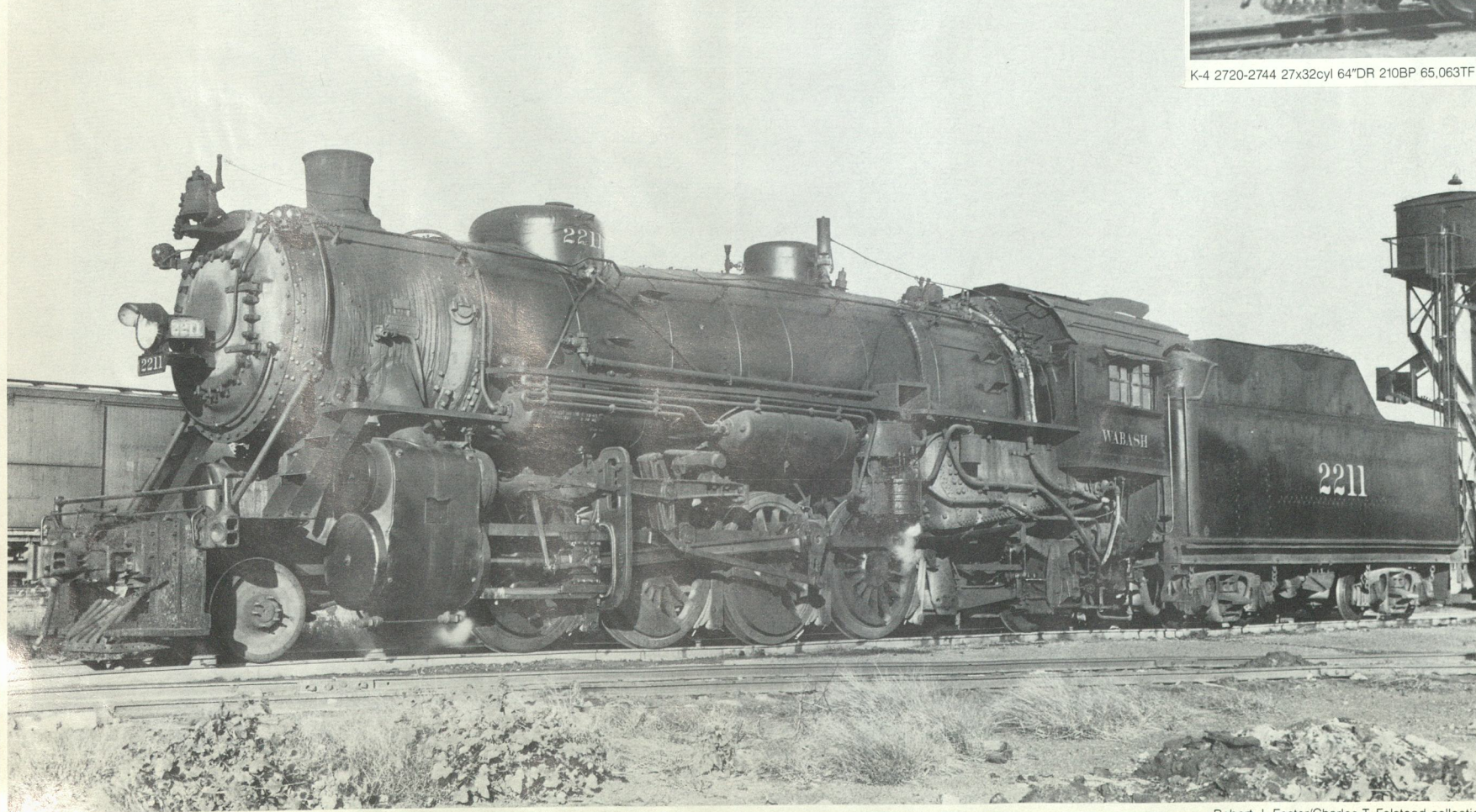
c/n 66115



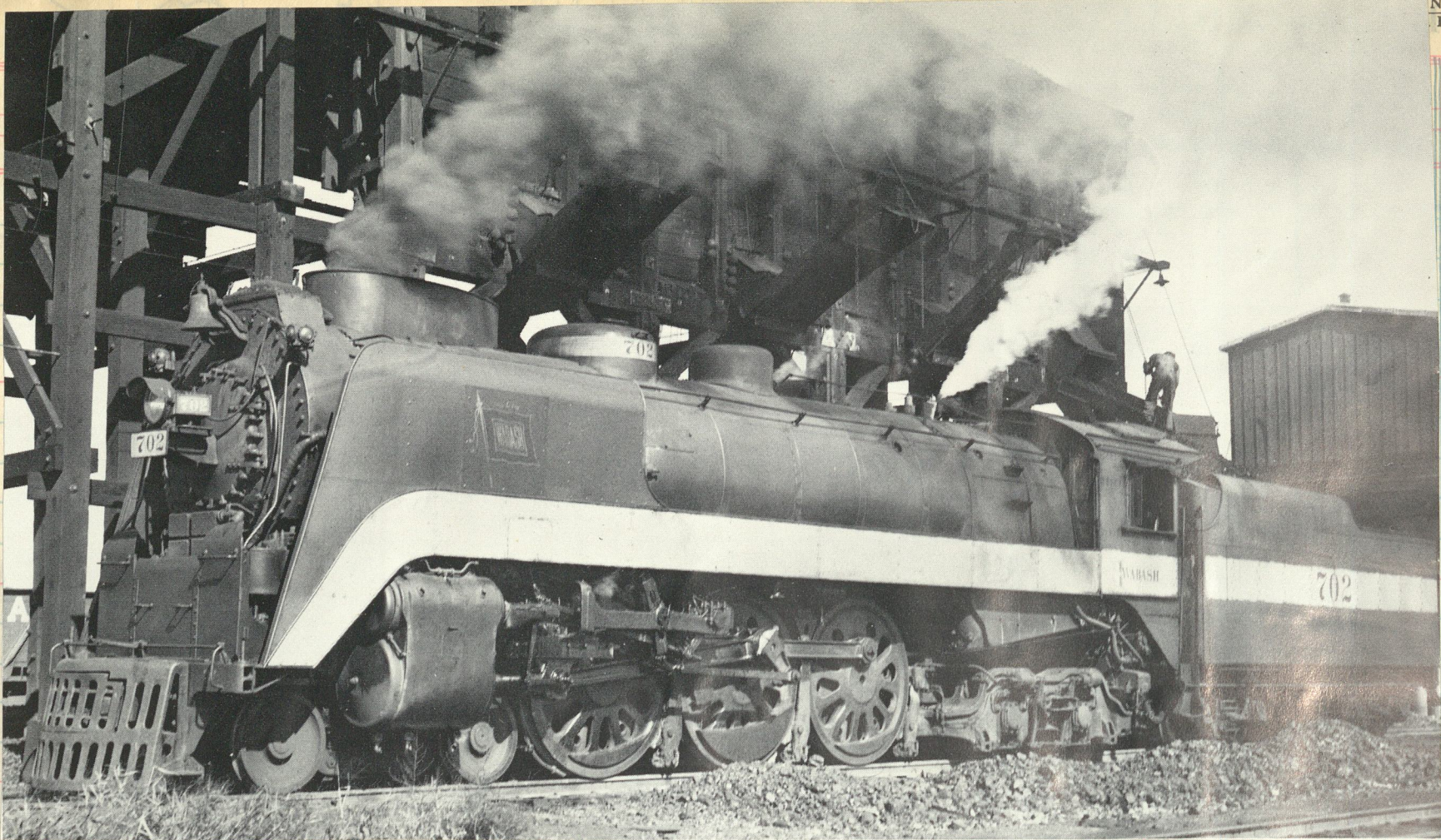
K-4 2720-2744 27x32cyl 64"DR 210BP 65,063TF 338,580wgt Alco-Schen., 1925

Charles T. Felstead collection

Twenty light USRA Mikes, noed 2201-2220, from
Schenectady in 1918 c/n 59670



Robert J. Foster/Charles T. Felstead collection



NYCS
P-A-46

Principal Dimensions of the New Wabash Class P-1 Locomotive Compared with a K-5 (3-cylinder) and a J-1 (4-6-2) Passenger Locomotive

	P-1	K-5	J-1
Type	4-6-4	2-8-2	4-6-2
Boiler pressure, lb.	220	210	215
Cylinders, diameter and stroke, in.	26 x 28	2-23 x 32	24 x 26
Diameters of drivers, in.	80	64	74
Tractive force, lb.	44,200	67,869	36,984
Factor of adhesion	4.44	3.76	4.20
Total weight of engine, lb.	374,690	340,490	248,840
Weight of drivers, lb.	196,390	251,215	155,140
Wheel base, engine, ft.-in.	40-7	39-1	34-0
Wheel base, engine and tender, ft.-in.	75-5½	73-9½	66-5½
Overall length, ft.-in.	87-5	83-10½	76-7½
Tender capacity:			
Coal, tons	16	18	11½
Water, gals.	12,000	10,000	8,800
Boiler dia. 1st. course inside, in.	88	88	68½
Firebox length, inside, in.	121½	121½	108½
Firebox width, inside, in.	84½	84½	84½
Grate areas, sq. ft.	70.9	70.9	63
Heating surface, total evaporative, sq. ft.	4,225	4,225	3,310
Heating surface, superheater, sq. ft.	1,051	1,051	740
Heating surface, total equivalent, sq. ft.	5,801	5,801	4,420
Piston valve diameter, in.	12	12	12
Valve travel, in.	8	6½	6½

Using the boilers of 2-8-2's the Decatur shops constructed seven impressive Hudsons and as initially built were quite attractive. (Note the #700 below) Application of smoke lifters and screen around the stack tended to give them a "nose heavy" appearance. Rebuilding was done as follows:

#700	ex 2600	rebld Aug 1943
701	ex 2601	Nov 1943
702	ex 2602	Feb 1944
703	ex 2603	May 1944
704	ex 2604	Sep 1944
705	ex 2744	- 1946
706	ex 2743	- 1947

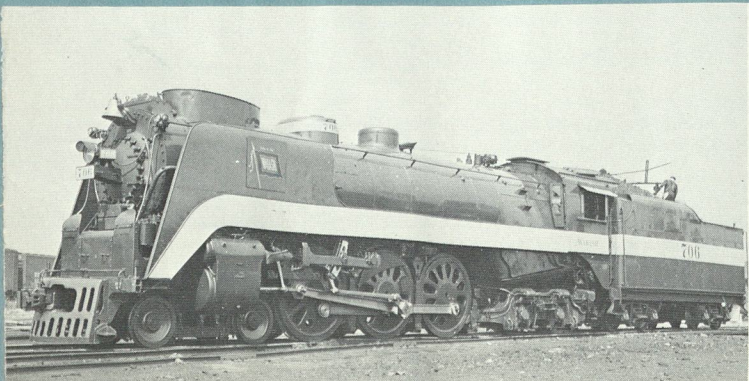
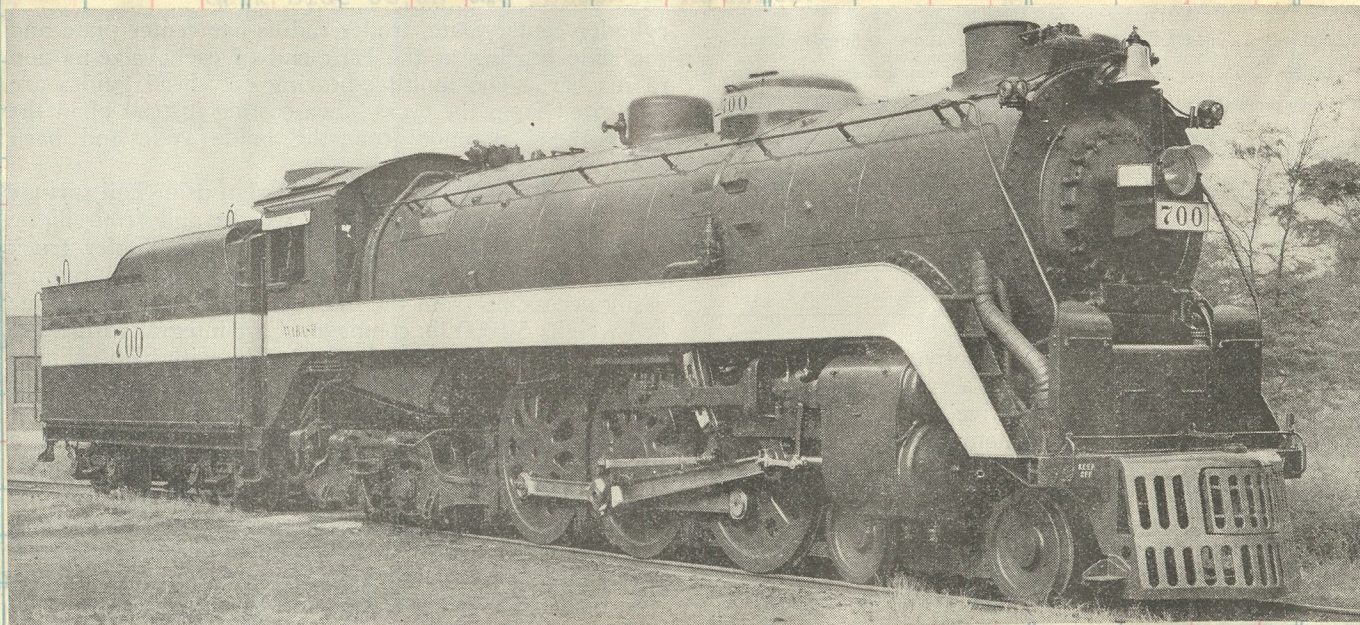
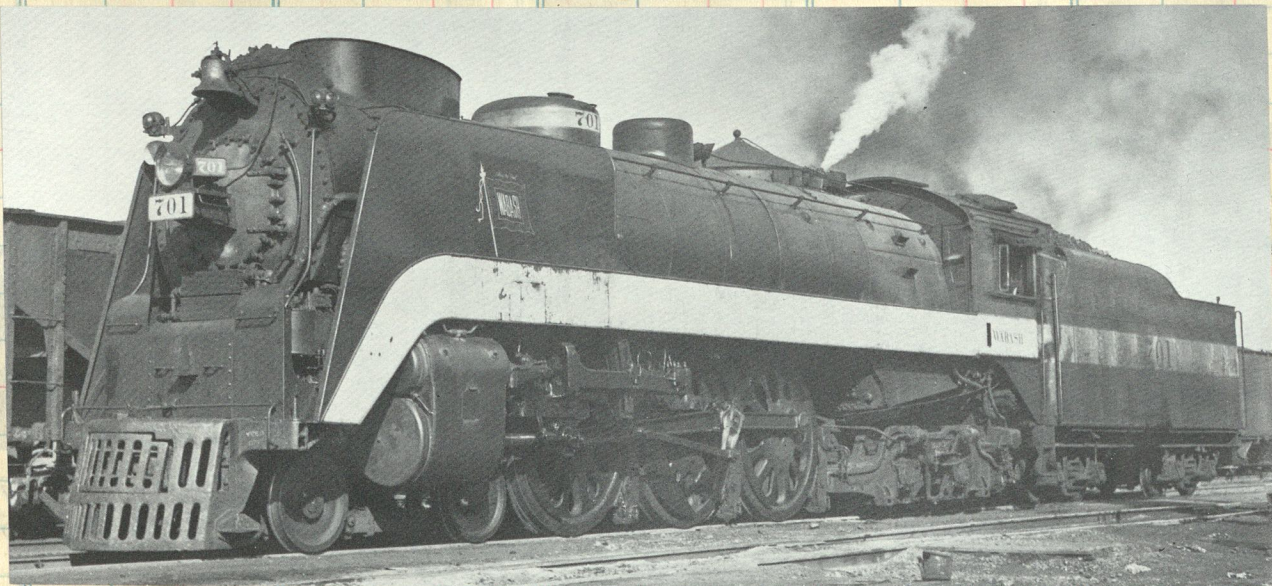
If the diesel panic could have been avoided no doubt many additional of these stalwart engines would have been added to the roster.



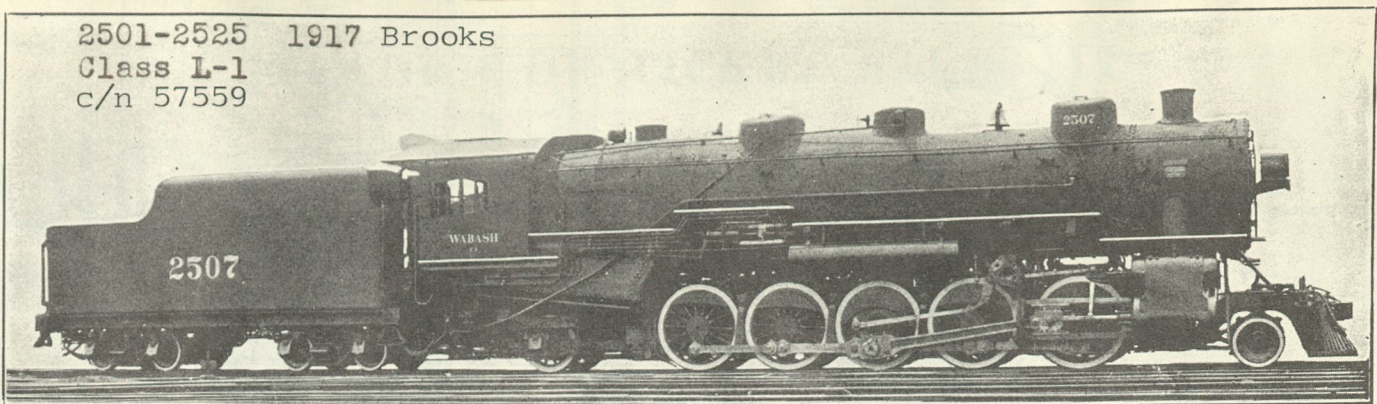
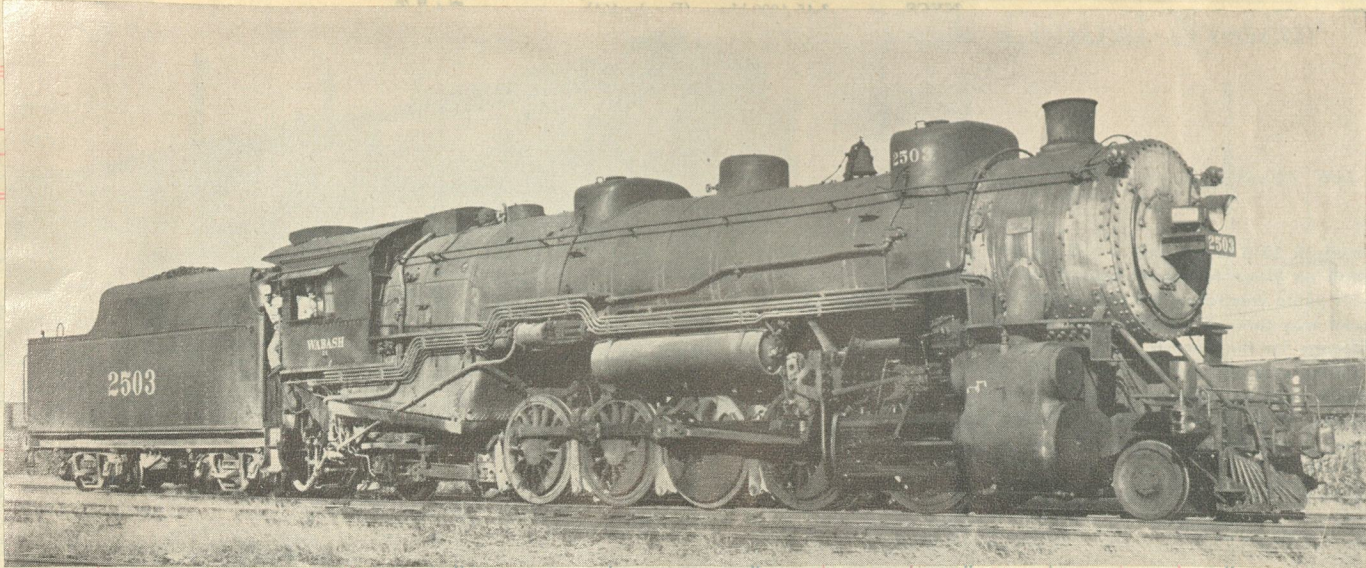
Racing along the Decatur Division near Edwardsville, Ill.



With "the bit in her teeth" the 704 bears down on the Big 4 diamond at Lafayette Jct with Trn #1.



Wabash Hudson 706 was rebuilt from class K-5 Mikado 2743 at the Decatur shops in 1947. It was the last steam locomotive "built" for the company, was short lived and scrapped in 1956. Note the nice "follow the flag" emblem on the smoke lifters.

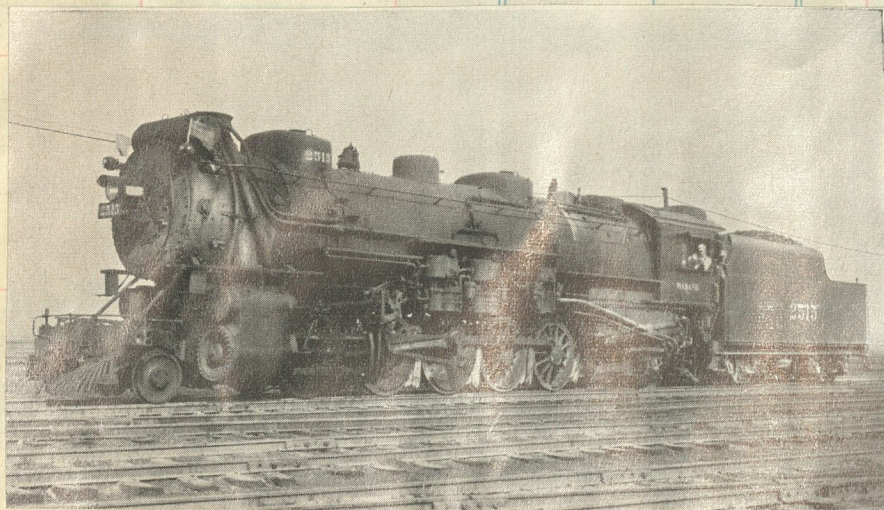


2501-2525 1917 Brooks
Class L-1
c/n 57559

los. No. Sold Amount

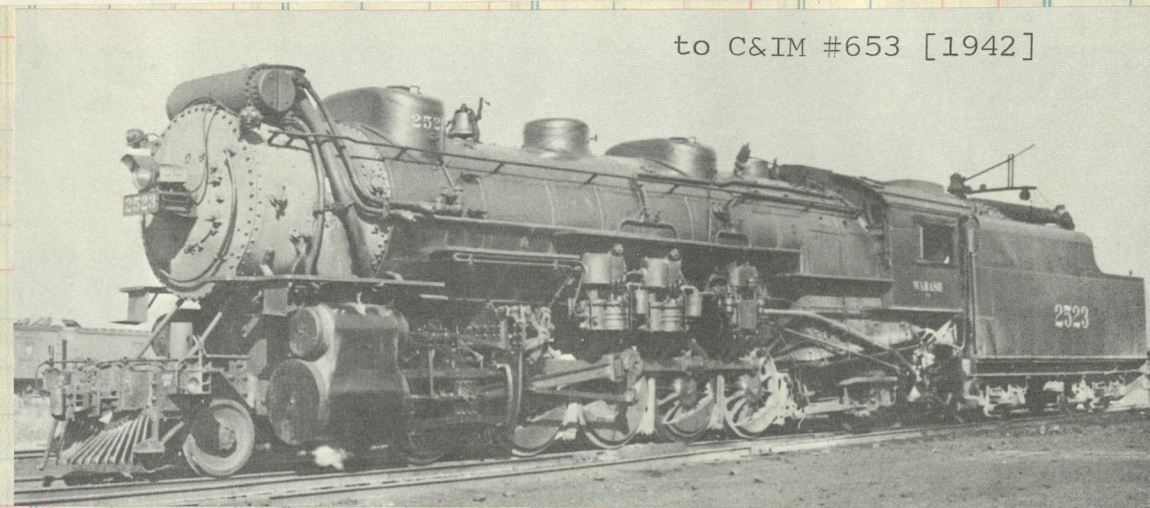
Fig. 77—Santa Fe (2-10-2) Locomotive for Freight Service. Built for Wabash by the American Locomotive Company.

Gage	4 ft. 8½ in.	Heating Surface, Tubes.....	4,991 sq. ft.
Cylinders	29 in. x 32 in.	Heating Surface, Firebox.....	379 sq. ft.
Steam Pressure	195 lbs.	Heating Surface Total.....	5,370 sq. ft.
Diam. of Drivers.....	64 in.	Heating Surface, Superheater.....	1,129 sq. ft.
Tractive Effort	69,700 lbs.	Grate Area	80.2 sq. ft.
Rigid Wheel Base.....	22 ft. 10 in.	Weight on Drivers.....	314,000 lbs.
Drive Wheel Base.....	22 ft. 10 in.	Weight, Total	395,000 lbs.
Total Wheel Base.....	42 ft. 4 in.	Fuel	Soft coal

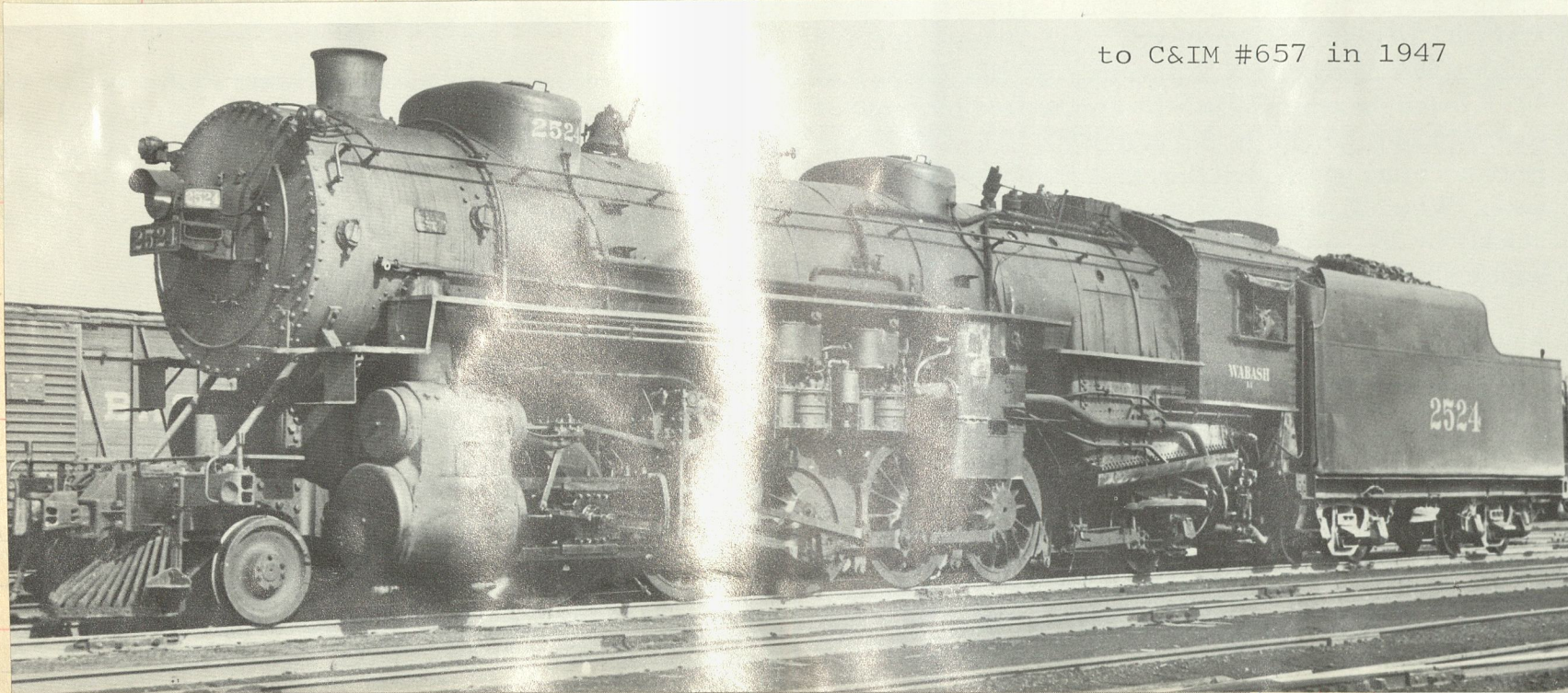


After going through the shops completely, 2515 looks like this. The lineup of two air pumps and a water pump above the drivers, along with the heavy piping to the feedwater heater, make an impressive engine look even more impressive. Built by the American Locomotive Company in 1917, these Santa Fe type steamers carry a pressure of 200 pounds and a tractive effort of 72,620 pounds. Weight on the ten 64-inch drivers is 314,000 pounds, while the total locomotive weight is 395,000 pounds.

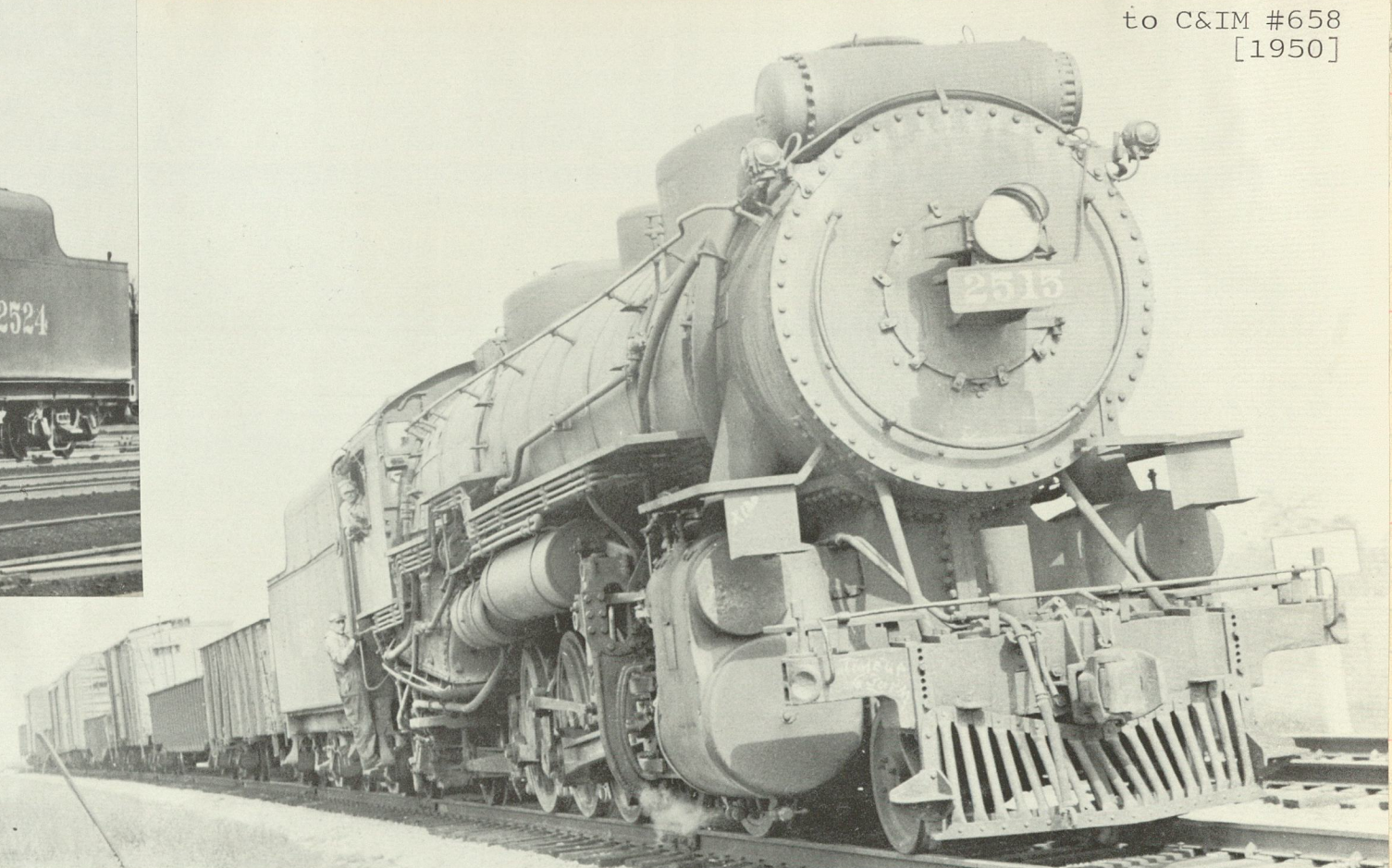
to C&IM #658 [1950]



to C&IM #653 [1942]



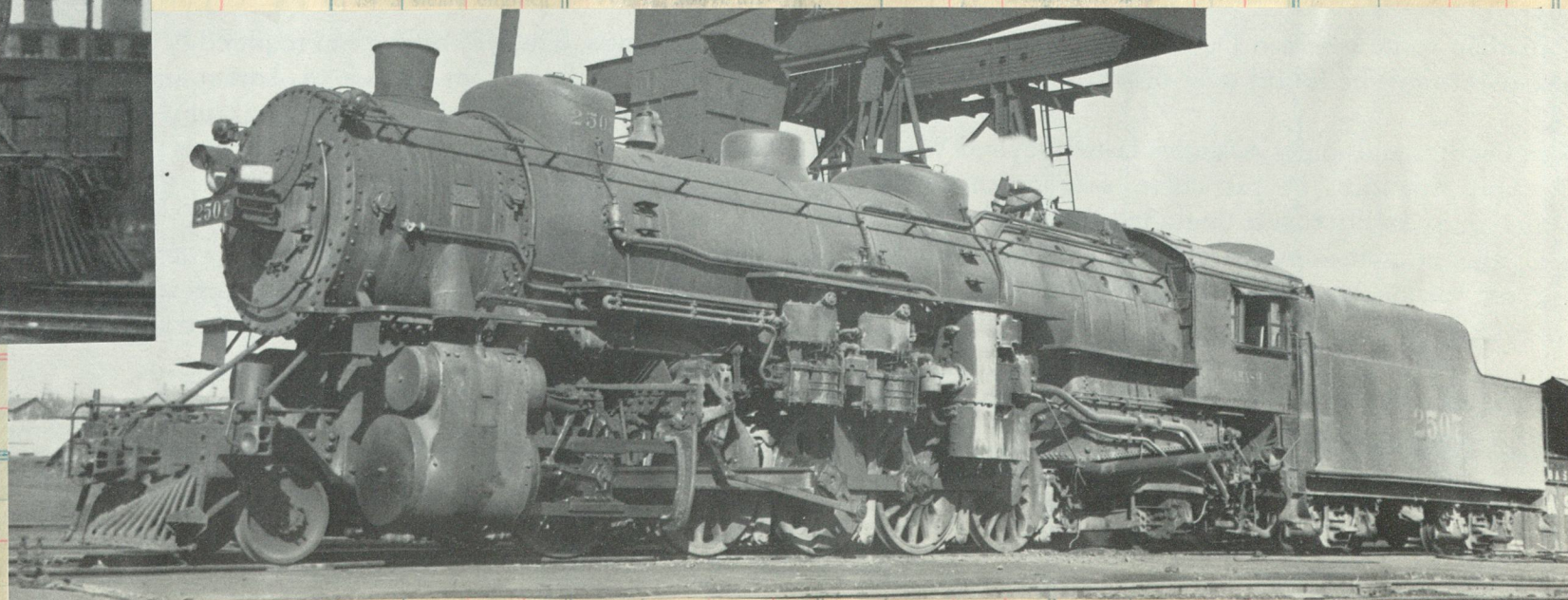
to C&IM #657 in 1947



to C&IM #658 [1950]

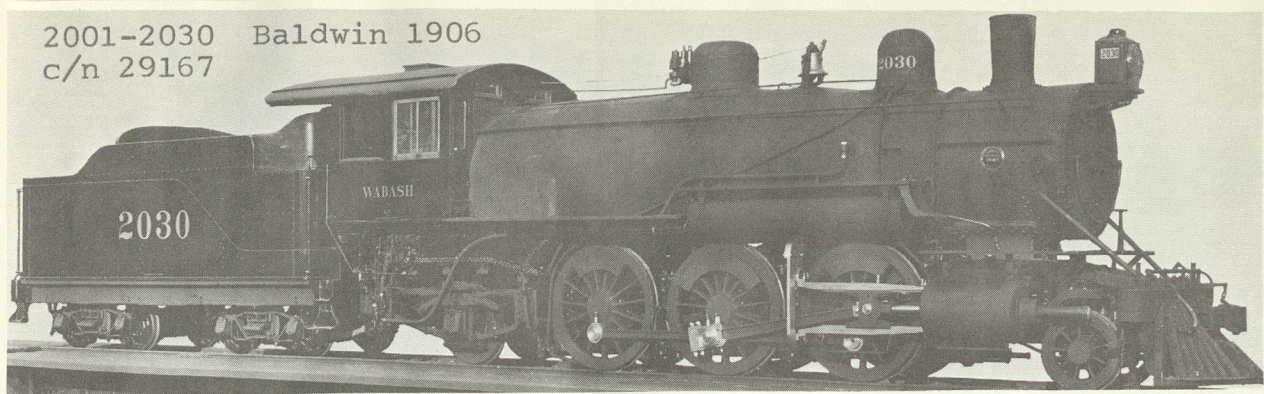


A lot of engine for the local peddler, but that was 2515's run on September 21, 1940 as the head brakeman steps down to open a switch near Chicago.

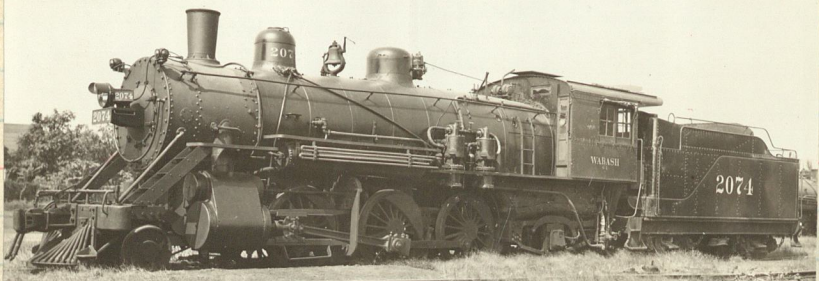
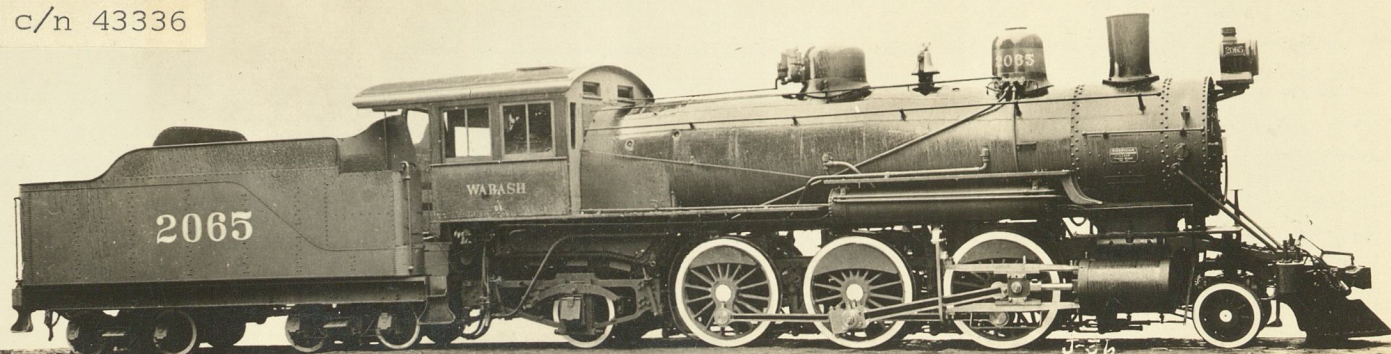


During the years 1941-1950 the Wabash sold all the 2-10-2's except two nos 2503 and the 2507. Of the others ten went to the Chicago & Illinois Midland, five were taken by Missouri Pacific, six by the Kansas City Southern and two went to the Chicago & Eastern Illinois. These last two were again resold to the Chesapeake & Ohio.

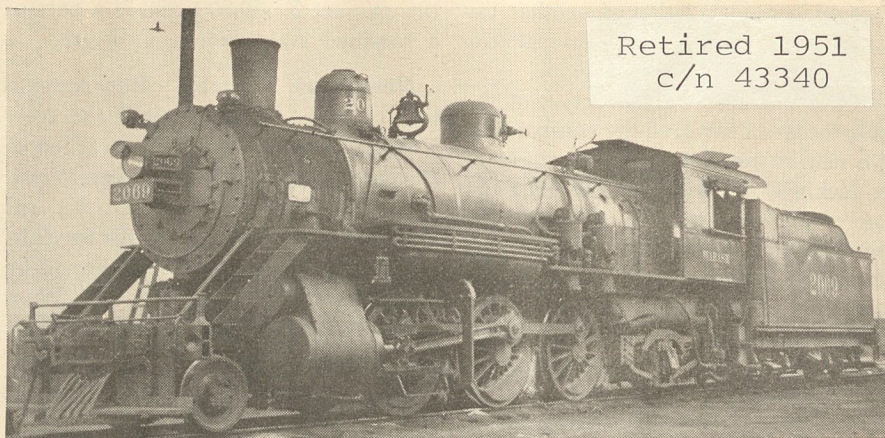
2001-2030 Baldwin 1906
c/n 29167



c/n 43336

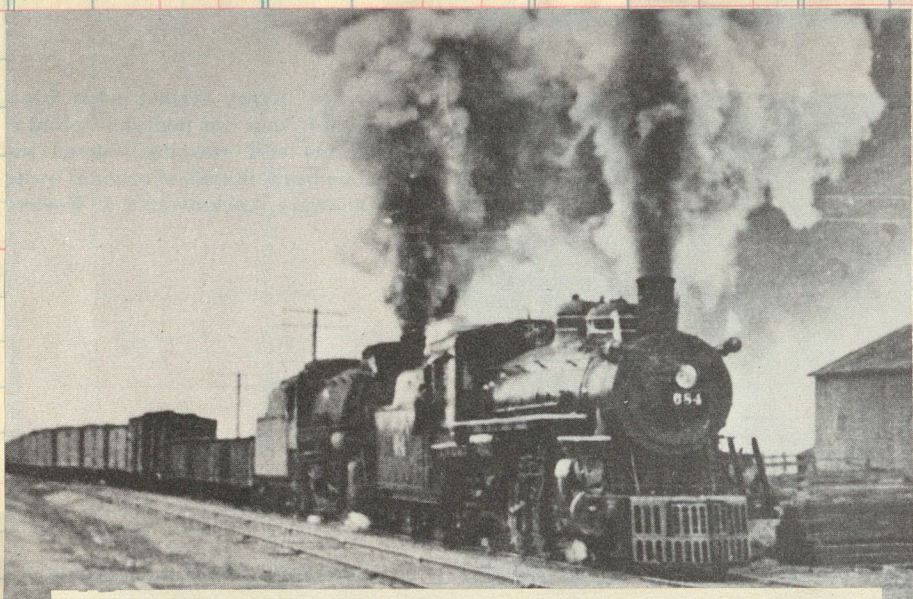


c/n 43345 retired 1950

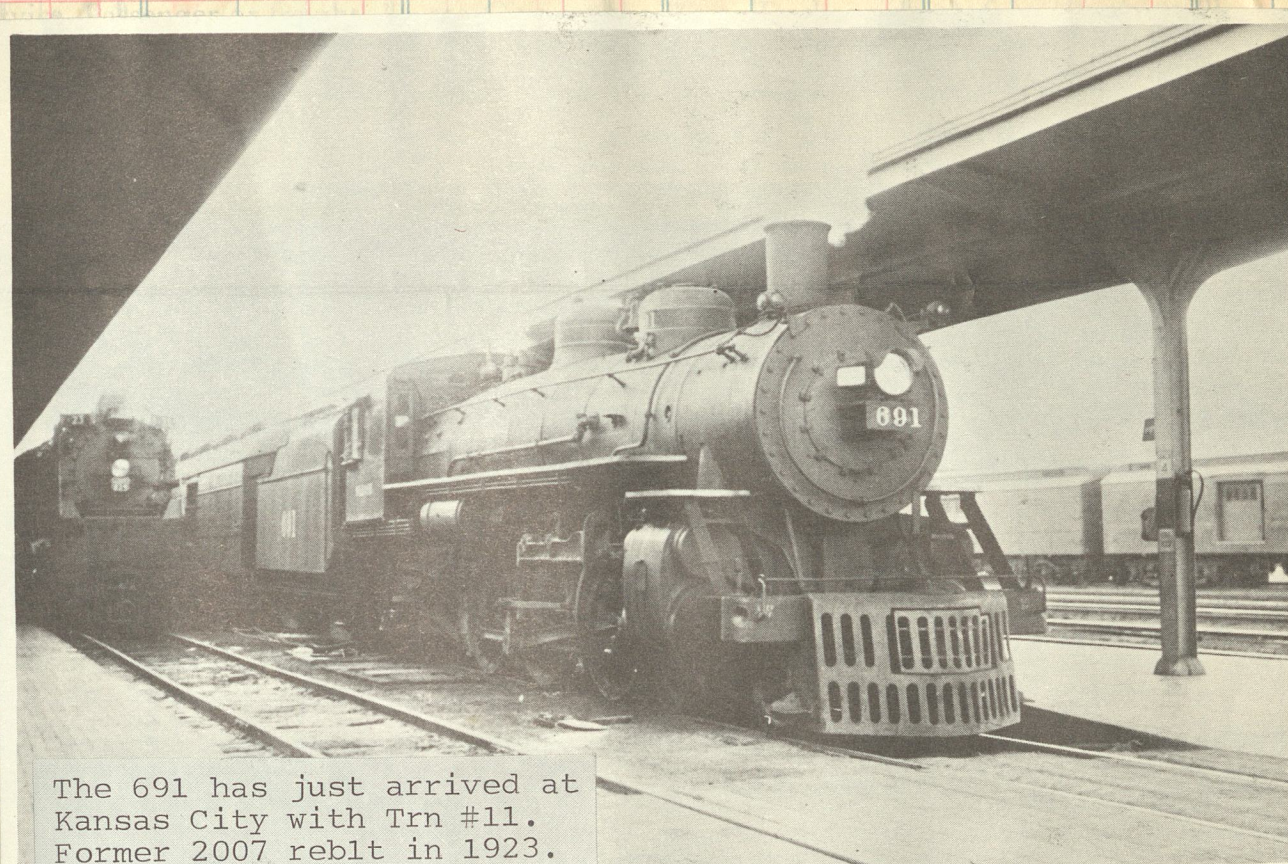


Retired 1951
c/n 43340

In 1906 the Wabash ordered thirty (2001-2030) Prairie [2-6-2] type from Baldwin. The next year sixty (2031-2090) were delivered by Rogers. With 70" drivers they were suitable for both passenger and freight service. Over the decade 1916-1926 twenty three were rebuilt to 4-6-2's numbered 683-699, 1676-1681 class J-2.



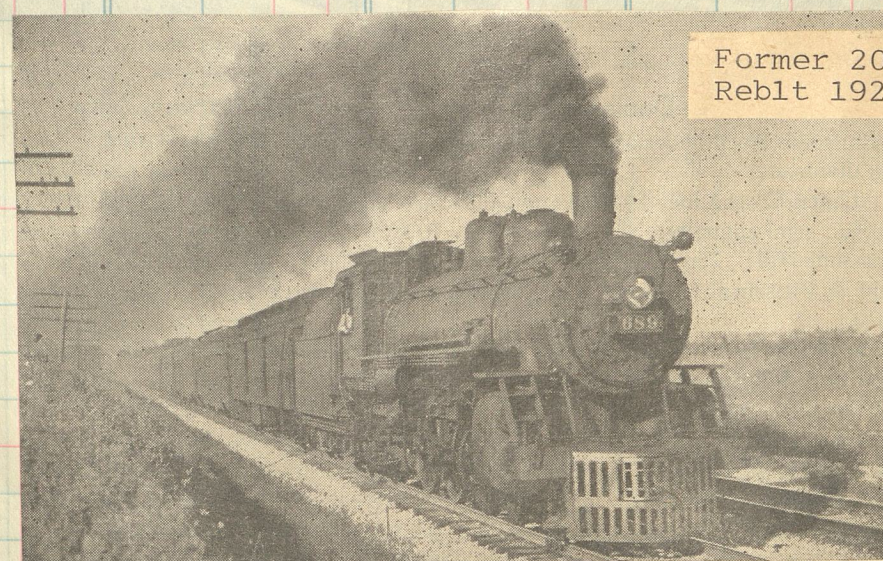
Helping Mike 2708 move the tonnage, #684 leads the way into the passing track at Griggsville, Ill. Ex 2004 rebld 1926.



The 691 has just arrived at Kansas City with Trn #11. Former 2007 rebld in 1923.

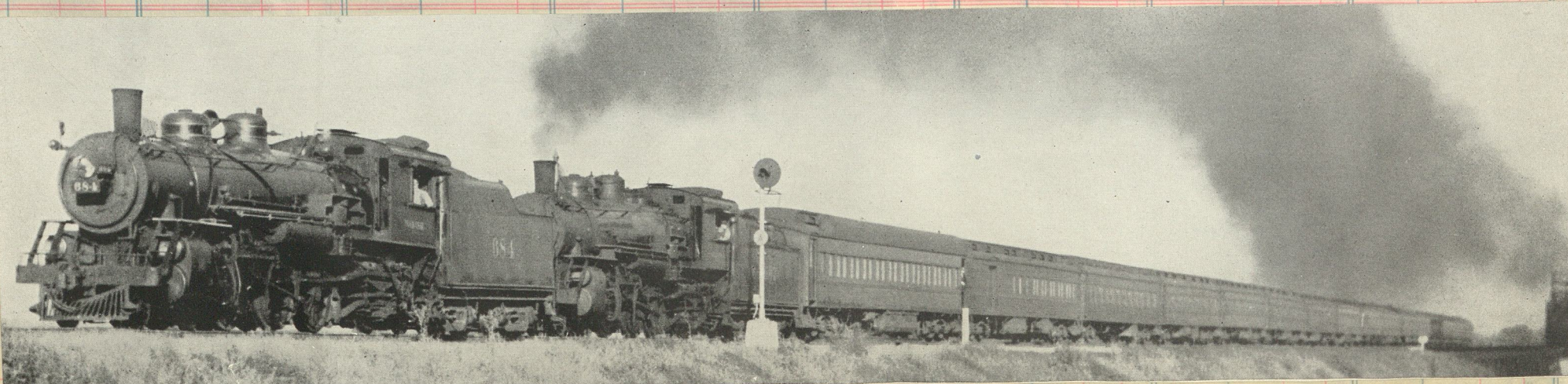


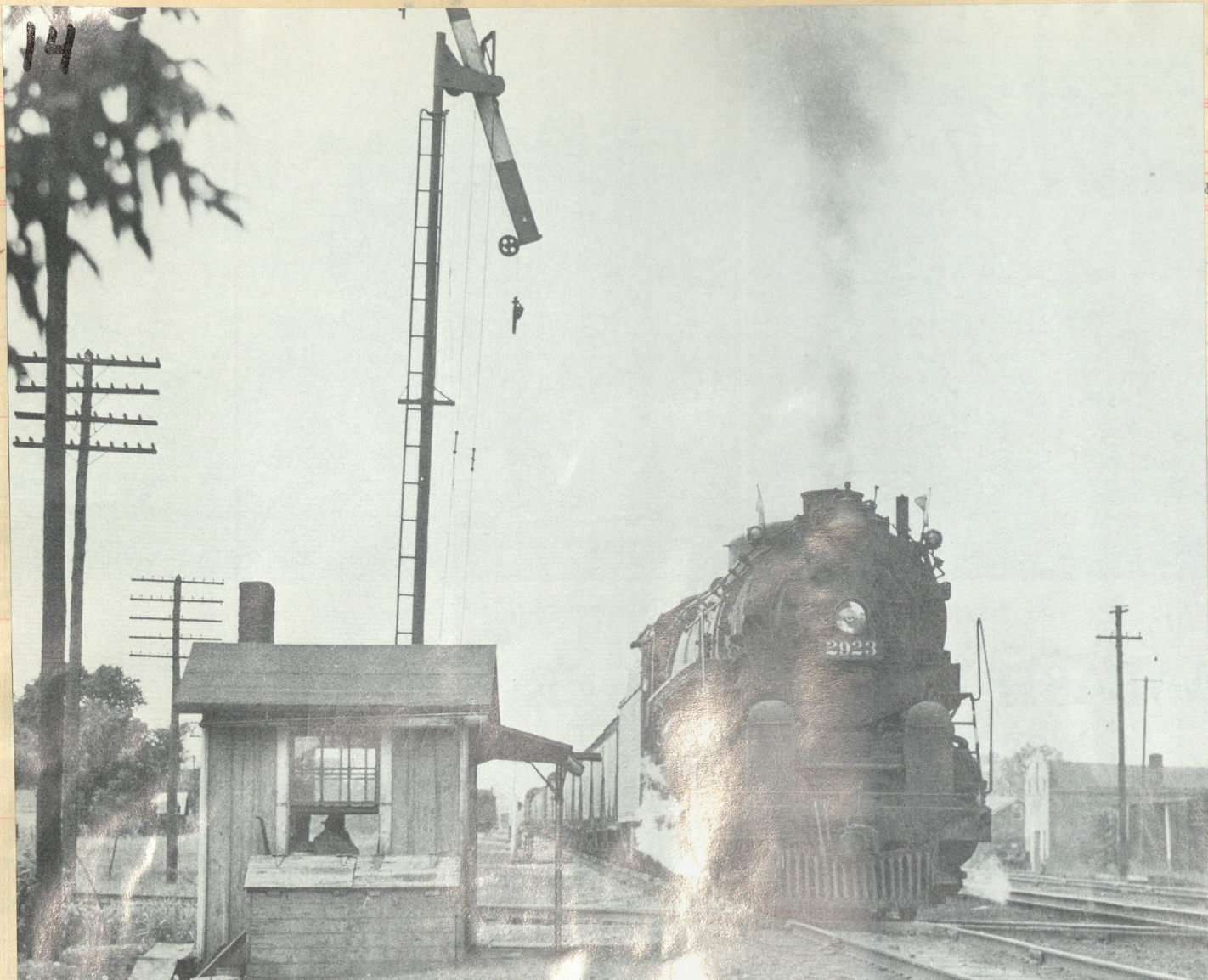
The 694 heads eight cars of Trn #23 on its run StLouis to Kansas City. The former 2033 was rebld in 1917.



Former 2037
Rebld 1923

WABASH'S ENGINE 689 PULLING "THE REDBIRD" THROUGH MONTPELIER, OHIO



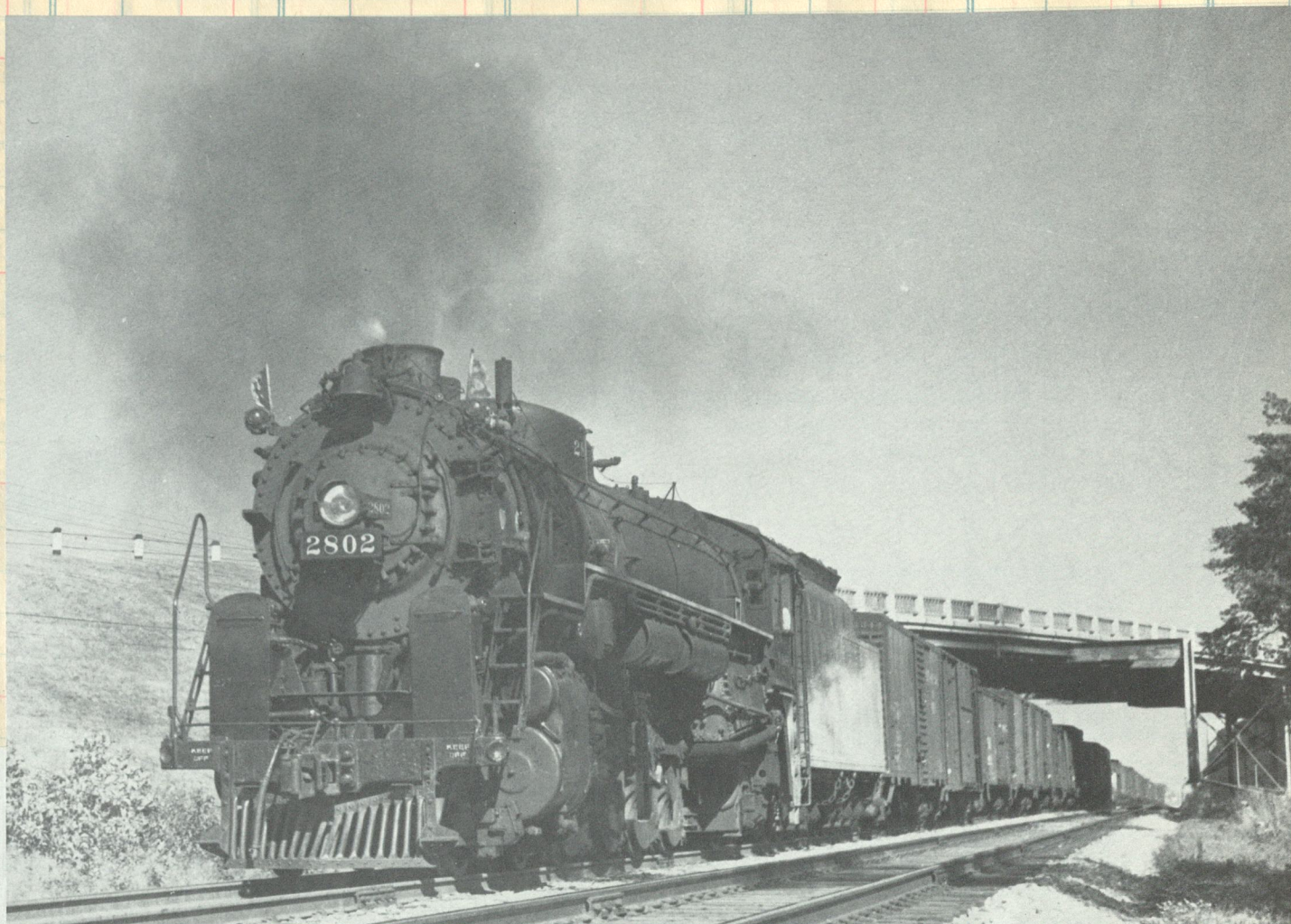
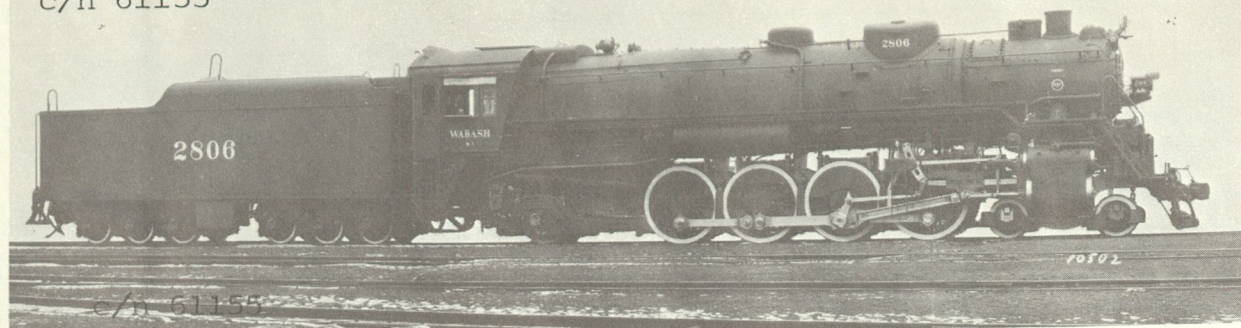


Thumping across the Nickel Plate's Indianapolis Division at Peru

2800-2824
c/n 61155

class M-1

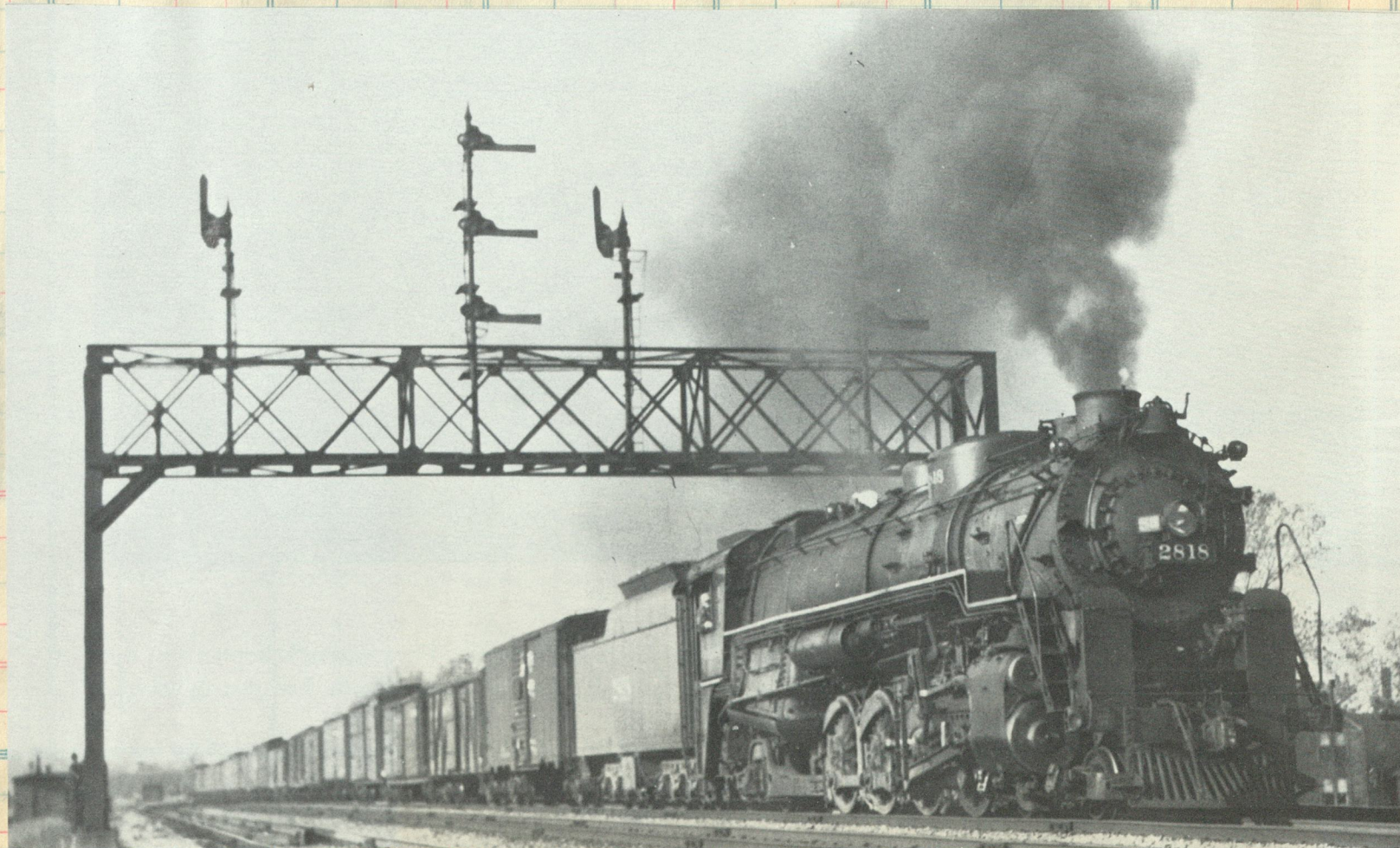
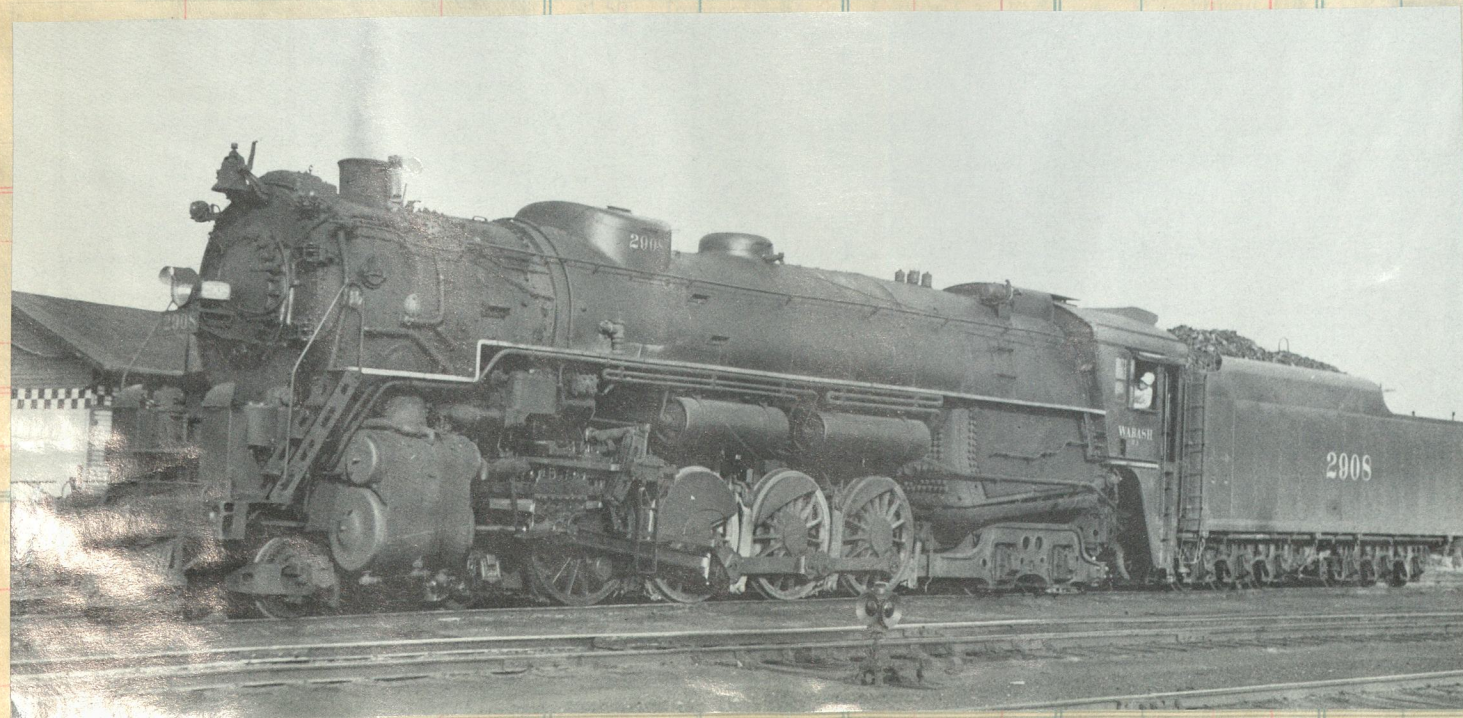
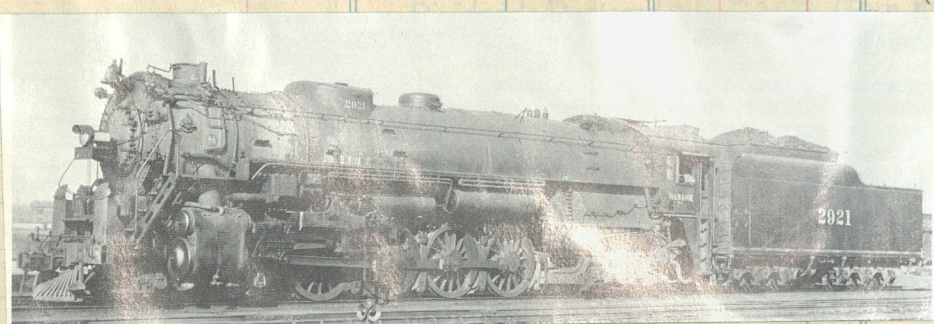
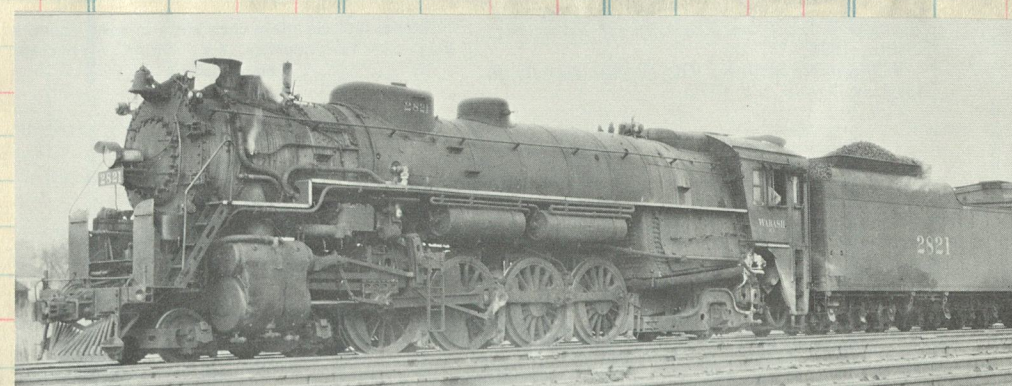
Baldwin 1930



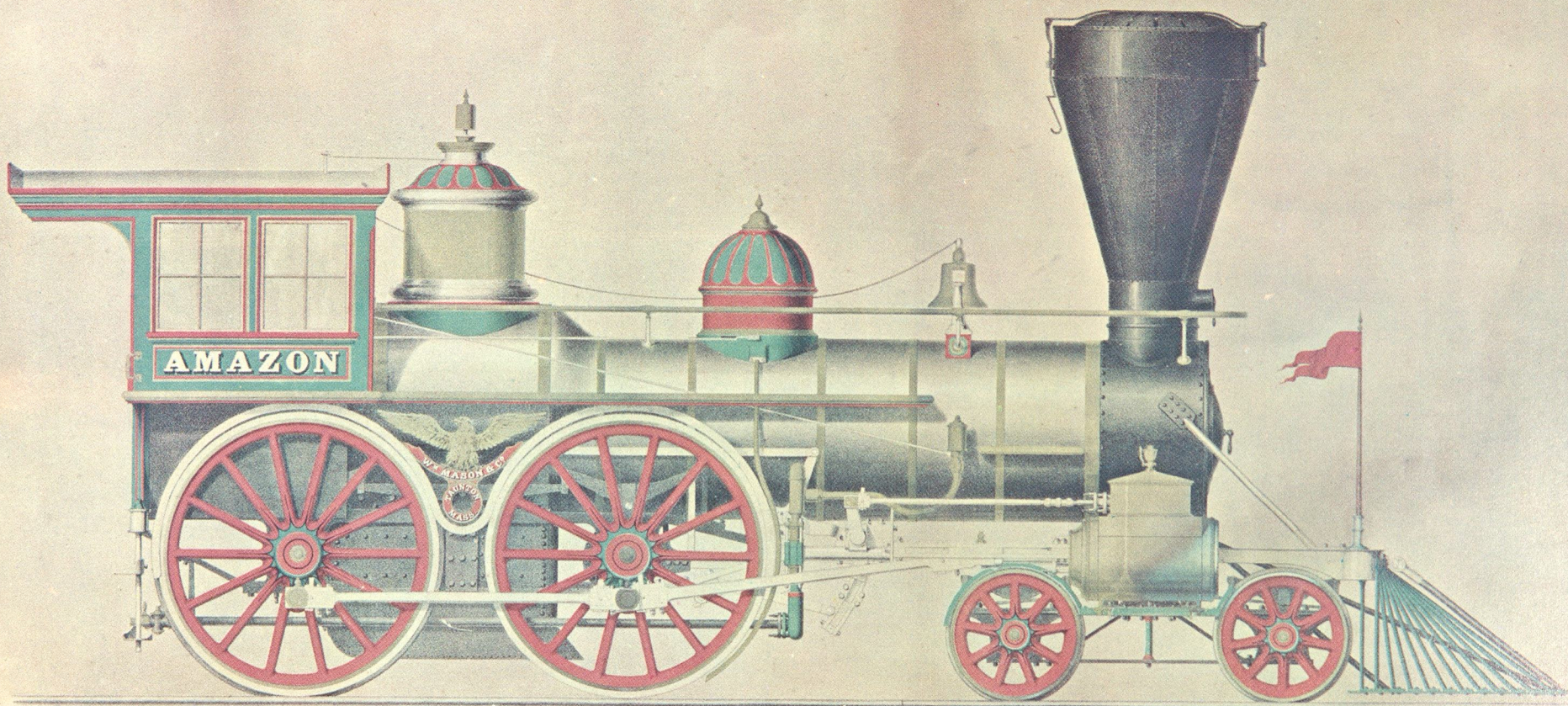
Extra 2802 expedites tonnage outside Detroit



Twenty five Northerns delivered by Baldwin
2900-2918 b1t 1930
2919-2924 b1t 1931
c/n 61417

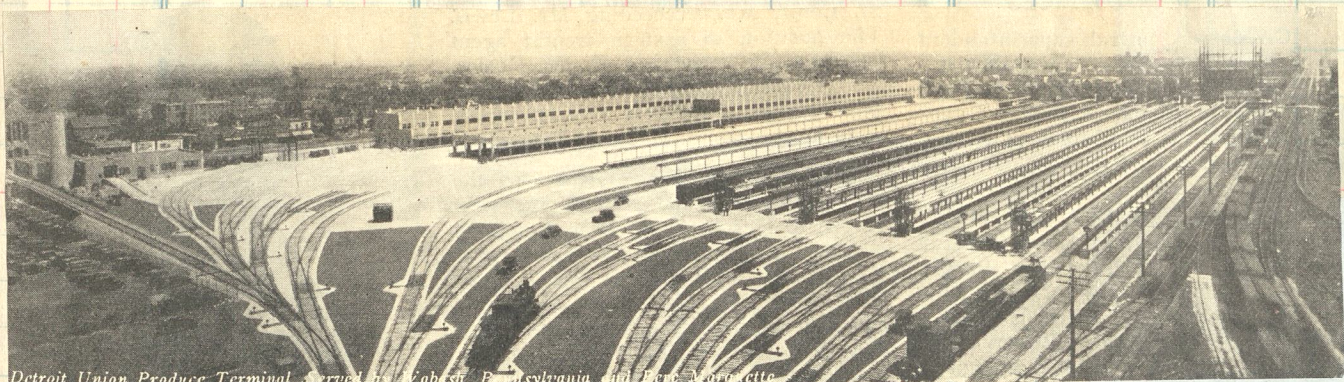


Near 56th Street-Chicago



W. MASON & CO. BUILDERS, TAUNTON, MASS.

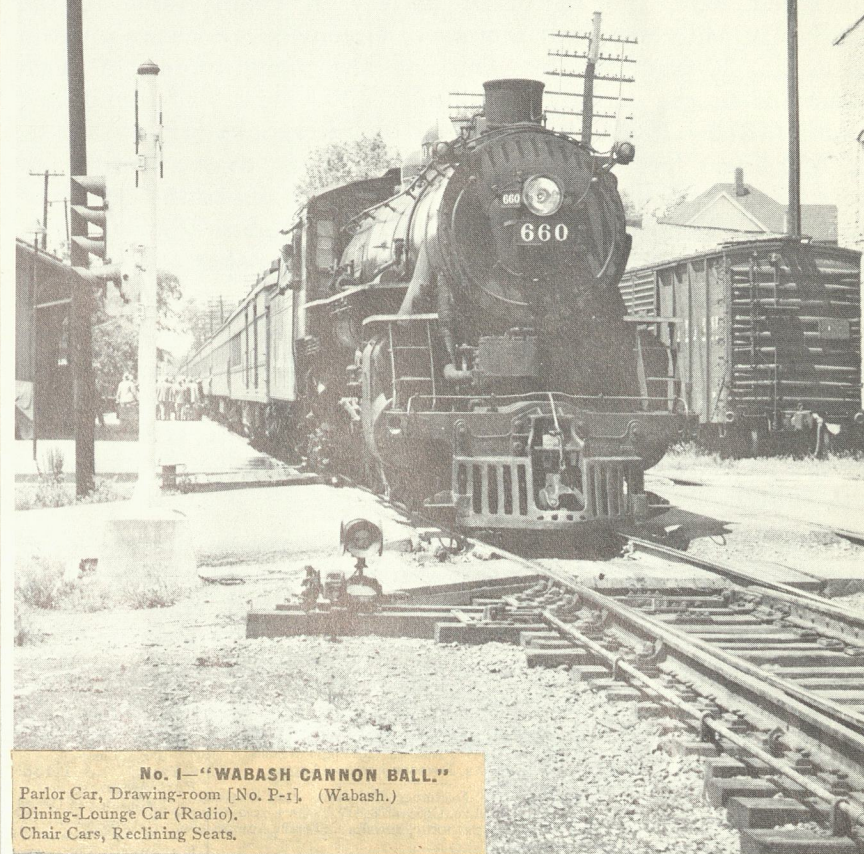
The AMAZON was built by Mason in 1856 [c/n 39] for the Lake Erie, Wabash & St Louis. Later became Toledo & Western #24, then Wabash #509, 1509. Rebuilt in 1887. Sold to the Lake Erie & Western #66.



Detroit Union Produce Terminal, Detroit, Michigan, Pennsylvania Railroad, 1900

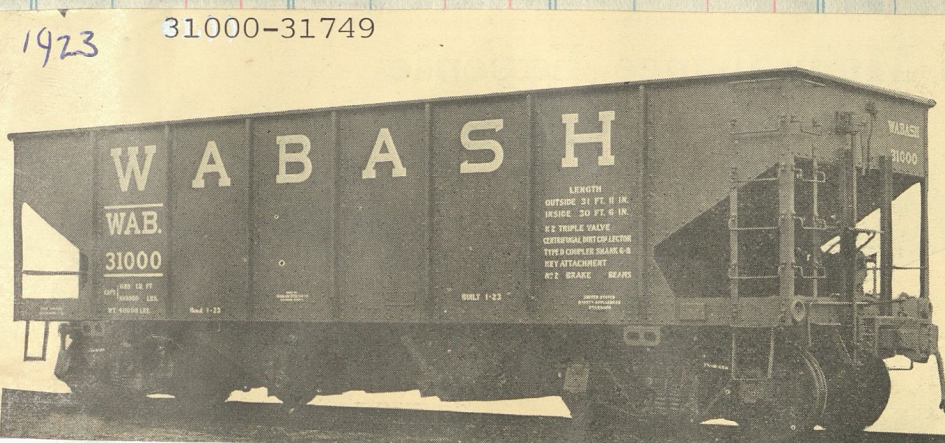


Wabash Railroad car-ferry Windsor crosses ice-laden Detroit River on February day in '57.



No. 1 - "WABASH CANNON BALL."
Parlor Car, Drawing-room (No. P-1), (Wabash.)
Dining-Lounge Car (Radio).
Chair Cars, Reclining Seats.

Trn #1 at Wabash, Ind.



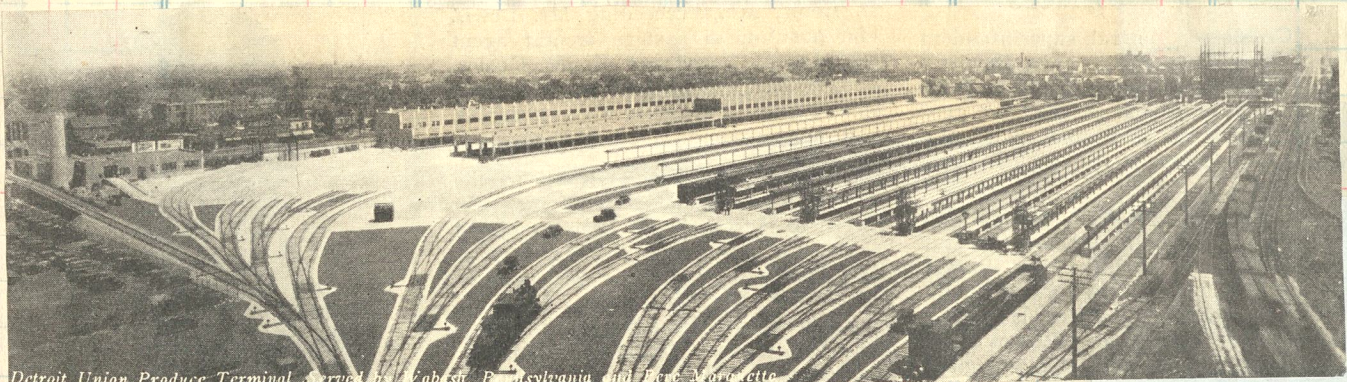
The southbound Blue Bird leaves Chicago on July 18, 1948 behind Pacific 675, the lone J-1 with an Elesco feedwater heater.

EARLY AMERICAN LOCOMOTIVES



JOHN H. WHITE, JR. WITH 147 ENGRAVINGS

The AMAZON was built by Mason in 1856 [c/n 39] for the Lake Erie, Wabash & St Louis. Later became Toledo & Western #24, then Wabash #509, 1509. Rebuilt in 1887. Sold to the Lake Erie & Western #66.



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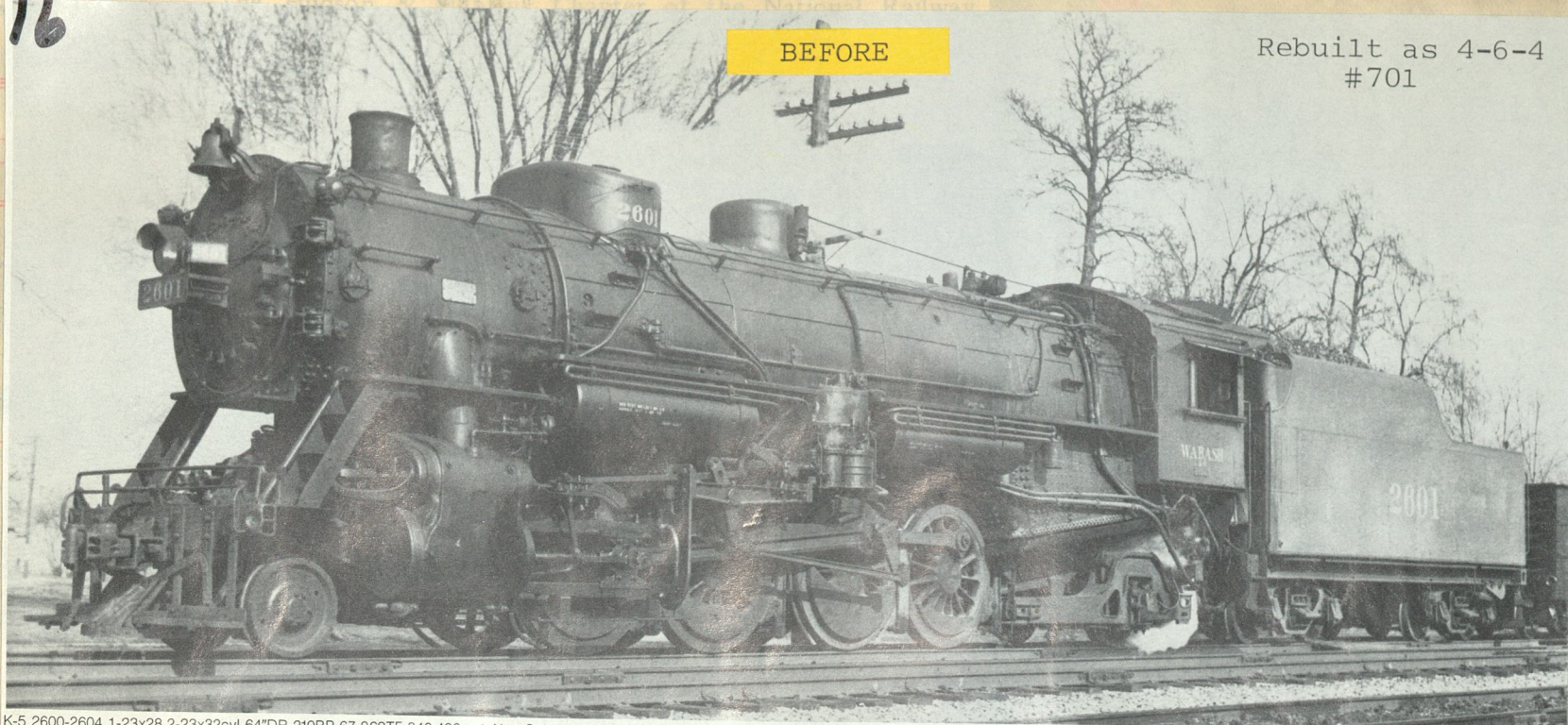


1923 31000-31749



The southbound Blue Bird leaves Chicago on July 18, 1948 behind Pacific 675, the lone J-1 with an Elesco feedwater heater.

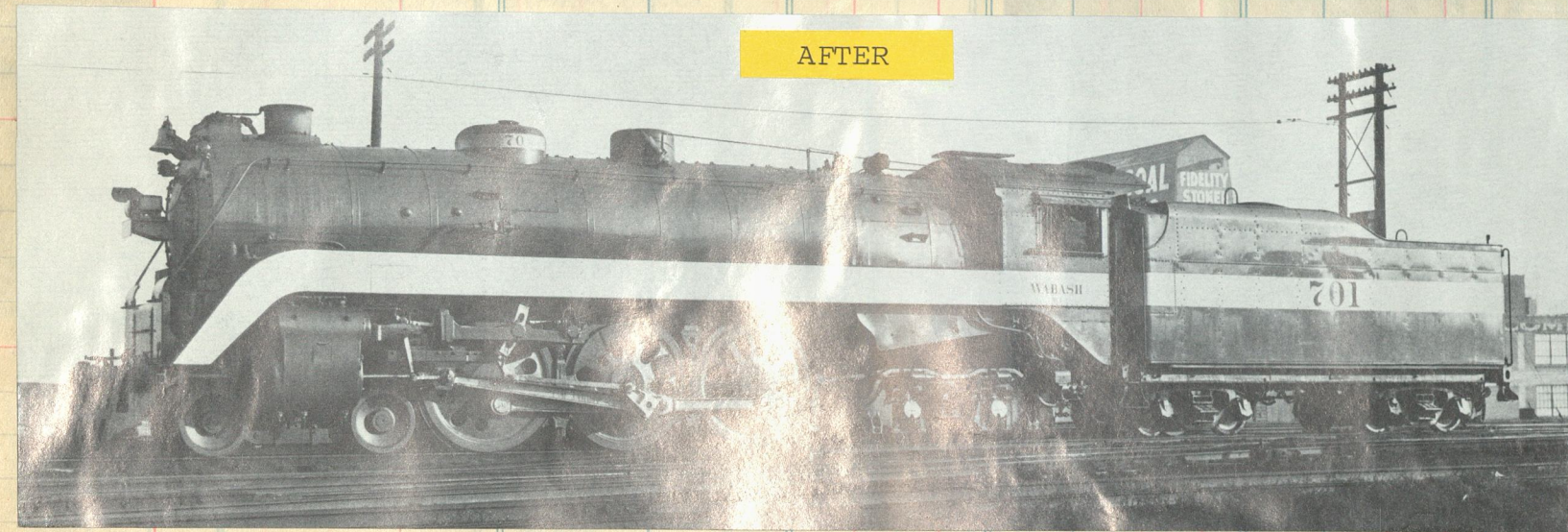
Harold J. Stinton



K-5 2600-2604 1-23x28, 2-23x32 cyl 64" DR 210BP 67,869TF 340,490wgt Alco-Schen., 1925

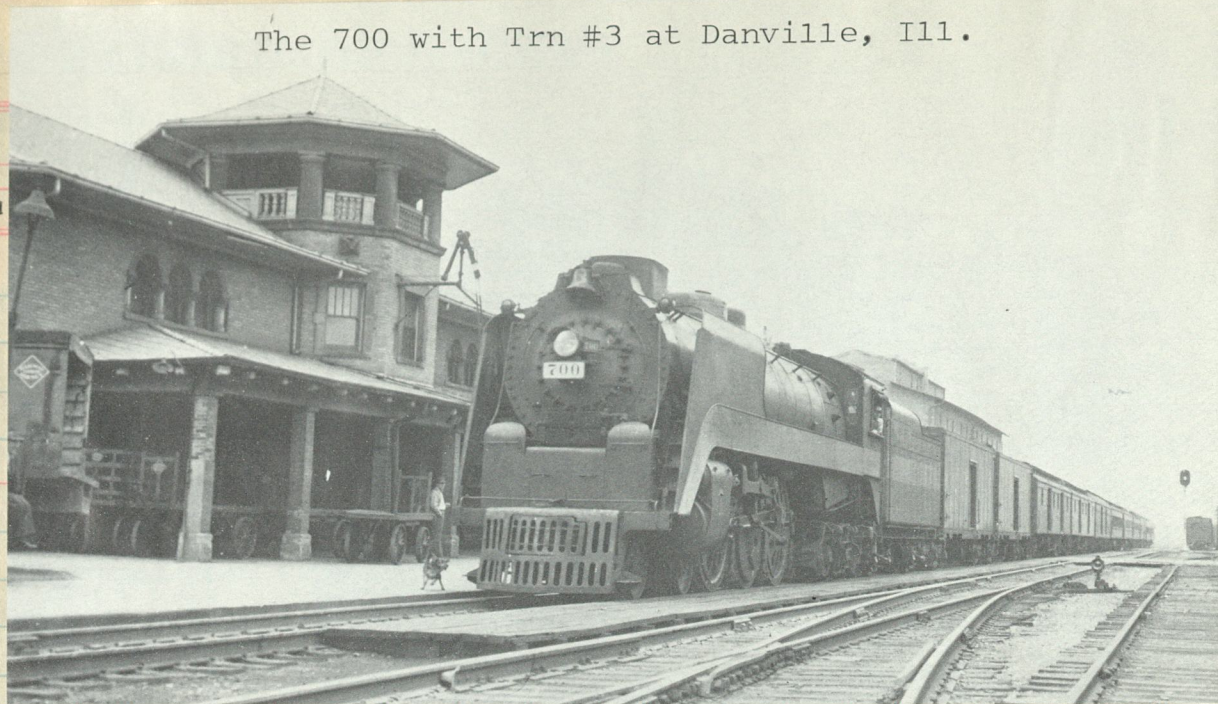
Rebuilt as 4-6-4 #701

Robert J. Foster/Charles T. Felstead collection



AFTER

Baldwin 1904 c/n 24509



The 700 with Trn #3 at Danville, Ill.

To. Sold Amount

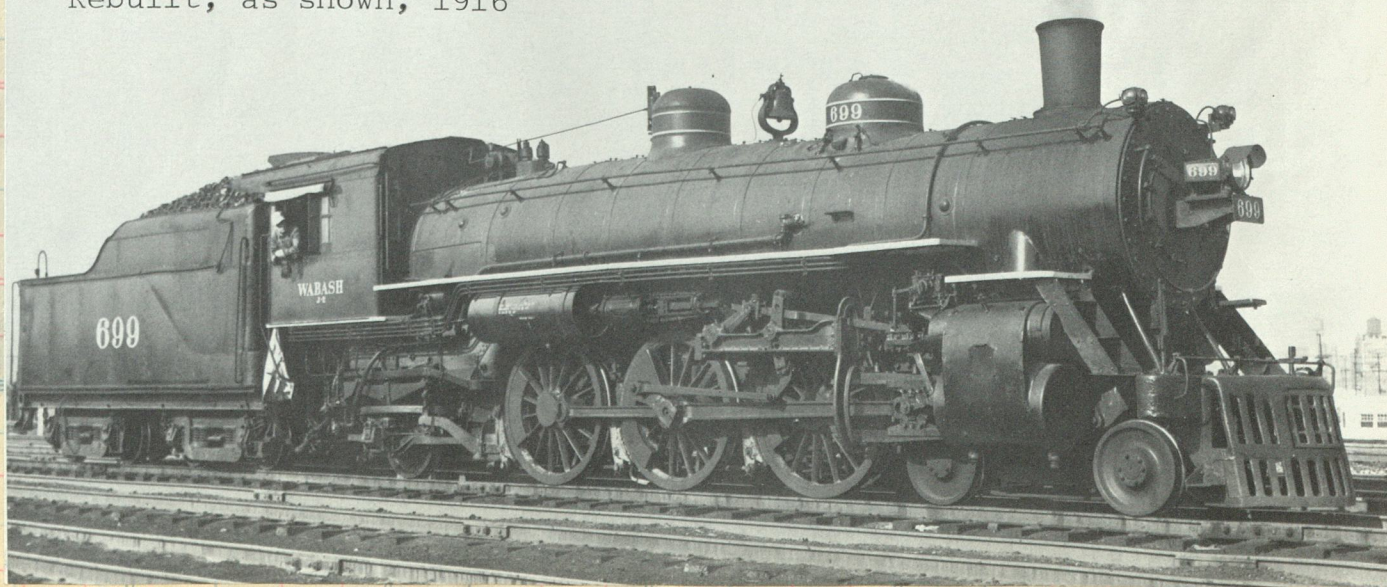


Wabash "Banner Blue" passing searchlight type home signal at Loomis Blvd., interlocking of Belt Railway Company of Chicago.

A Wabash sponsored "Banner Tours" of thirteen cars departs Chicago for Mexico behind Richmond [1913] Pacifics nos 662 and 667.

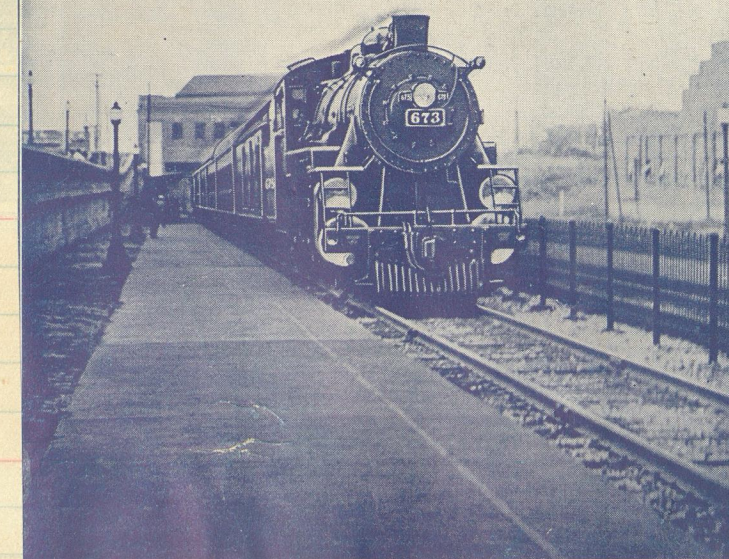


Org 2-6-2 #2035 Rogers 1907 c/n 43306 Rebuilt, as shown, 1916

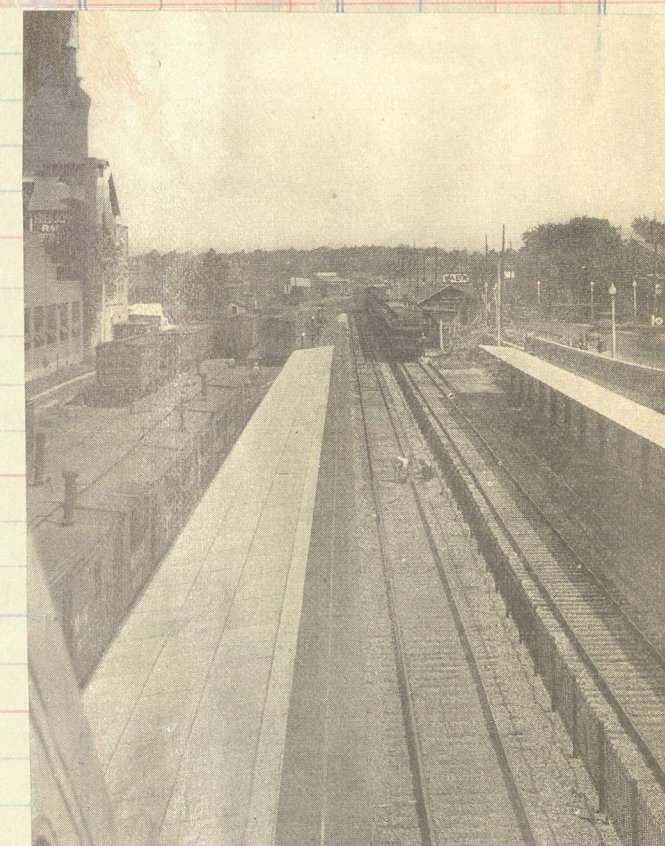




Departing St Louis Trn #4, the Detroit Special, negotiates the tight curves on the west approach to the Merchants Bridge starting the 488 mile run to Detroit.



"BANNER BLUE LIMITED"
Leaving Wabash Delmar Station, St. Louis OKM



Tracks and Sheds at Boulevard Station of the
Wabash, St. Louis, Mo.

Superior Freight Service
SERVING THE HEART OF AMERICA

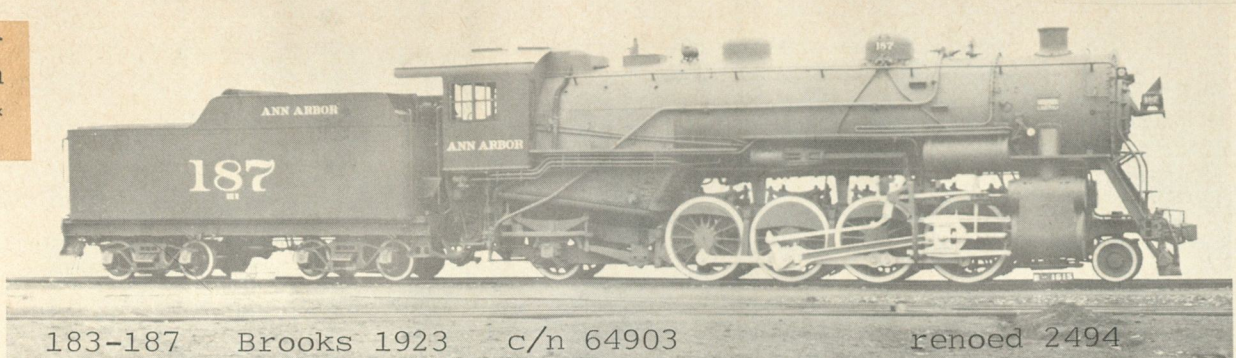


At Karnes, Ill. on the Wabash, Mountain 2821 sets out cars as Northern 2906, at left, comes down the main with a St. Louis train.

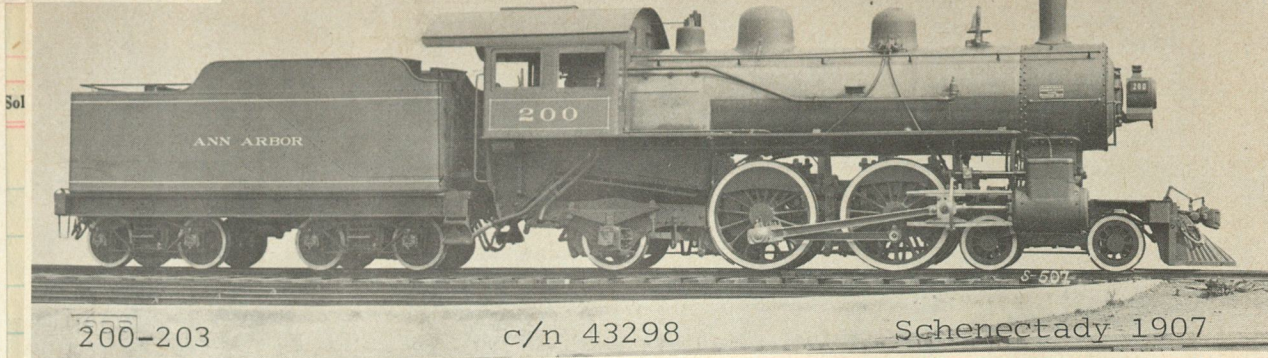
J-1
BLW 112

In 1927 the Ann Arbor worked 292 miles with 51 engines, 35 pass & 2,325 freight cars

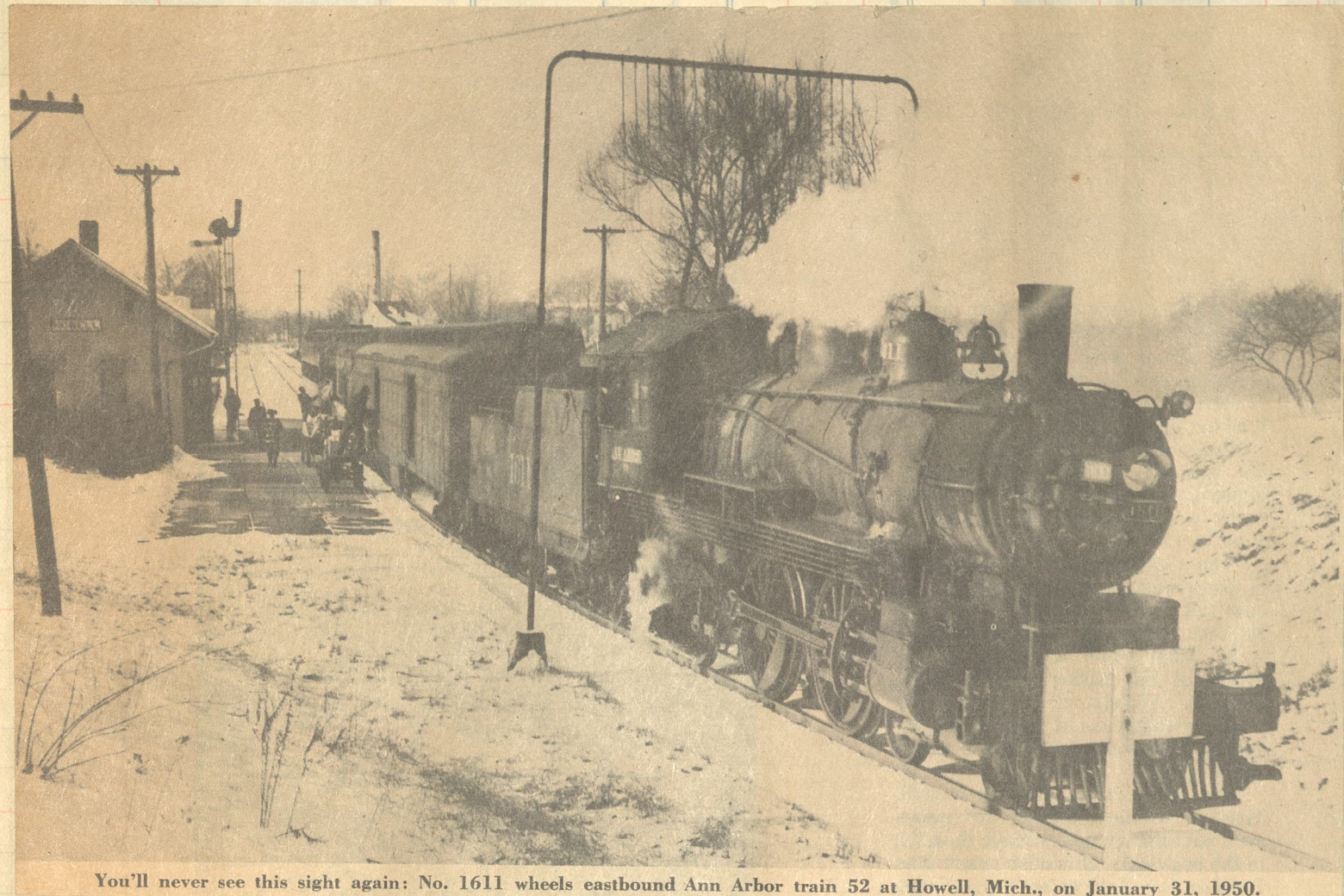
ANN ARBOR



183-187 Brooks 1923 c/n 64903 renoed 2494

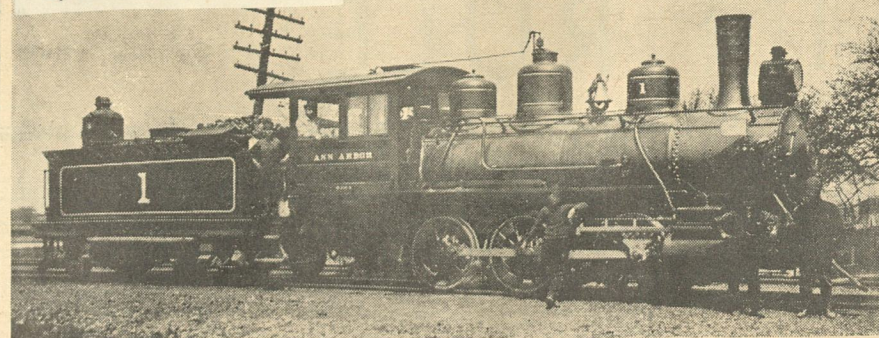


200-203 c/n 43298 Schenectady 1907

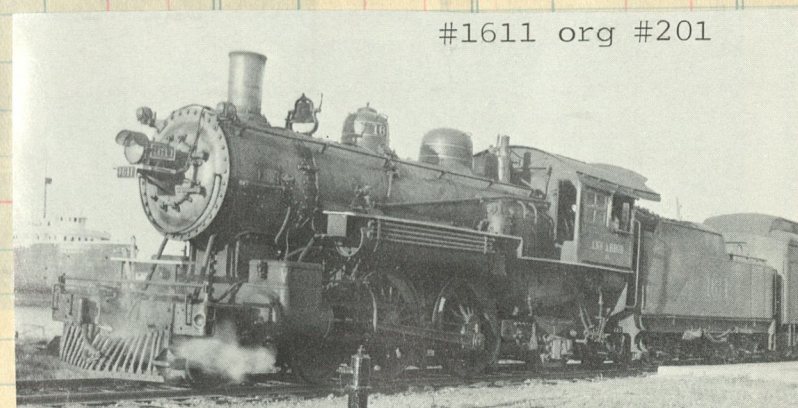


You'll never see this sight again: No. 1611 wheels eastbound Ann Arbor train 52 at Howell, Mich., on January 31, 1950.

Pittsburgh 1898
c/n 1586



OLD ANN ARBOR'S ENGINE 1 BUILT IN 1899



#1611 org #201

Ann Arbor Railroad Steamships

Operate Entire Year
ACROSS LAKE MICHIGAN

Have passenger facilities and accommodations for handling Tourists and Automobiles between all ports

APPROXIMATE SCHEDULE OF BOATS BETWEEN ALL PORTS

Running time 5 to 7 Hours

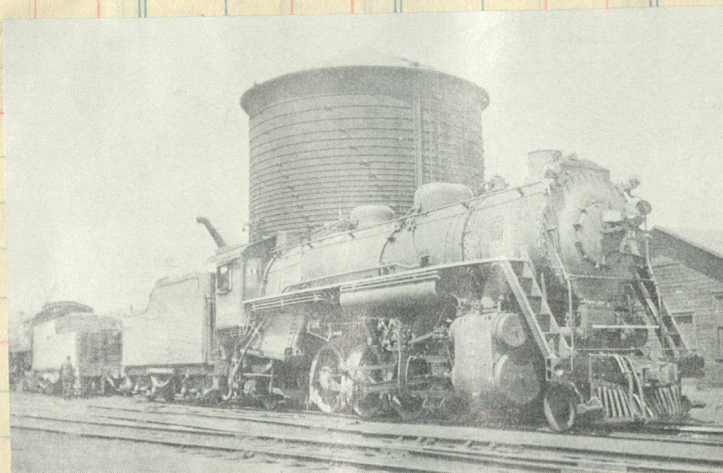
LEAVE	FOR	Central Standard time
Frankfort, Mich.	Manitowoc, Wis.	†9 00 pm
Frankfort, "	Manitowoc, "	Δ 10 00 pm
Frankfort, "	Menominee, Mich.	†4 30 pm
Frankfort, "	Menominee, "	‡ 5 00 am
Frankfort, "	Manistique, "	† 4 30 am
Frankfort, "	Keweenaw, Wis.	‡ 3 00 pm
Manitowoc, Wis.	Frankfort, Mich.	† 9 00 pm
Menominee, Mich.	Frankfort, "	† 11 59 pm
Manistique, "	Frankfort, "	† 12 30 pm
Keweenaw, Wis.	Frankfort, "	‡ 9 00 am

EXPLANATION OF SIGNS.

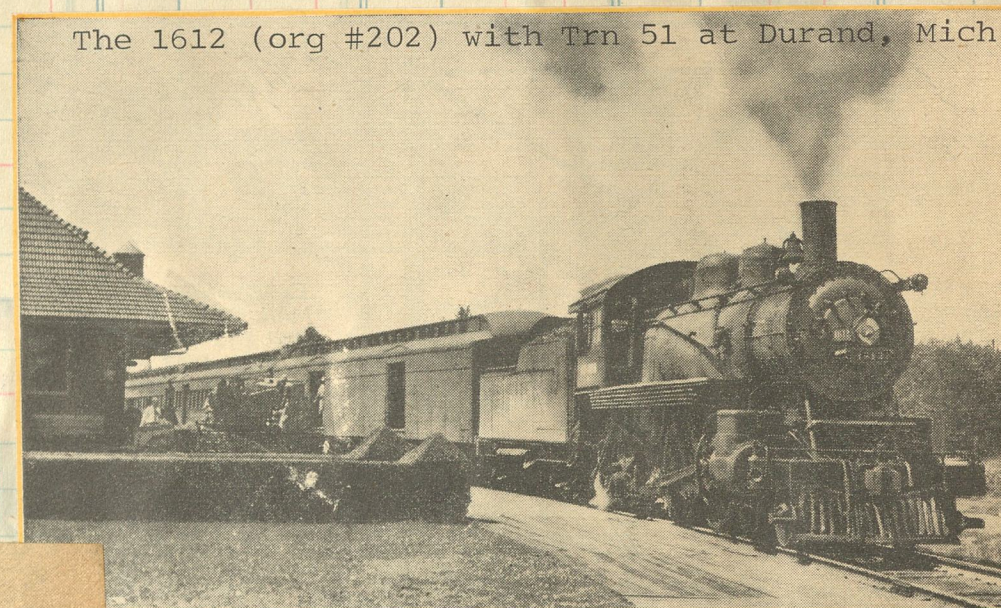
* Daily; † daily, except Sunday; ‡ daily, except Monday; Δ Sunday only. Δ June 1st to September 1st; ‡ December 1st to April 1st.



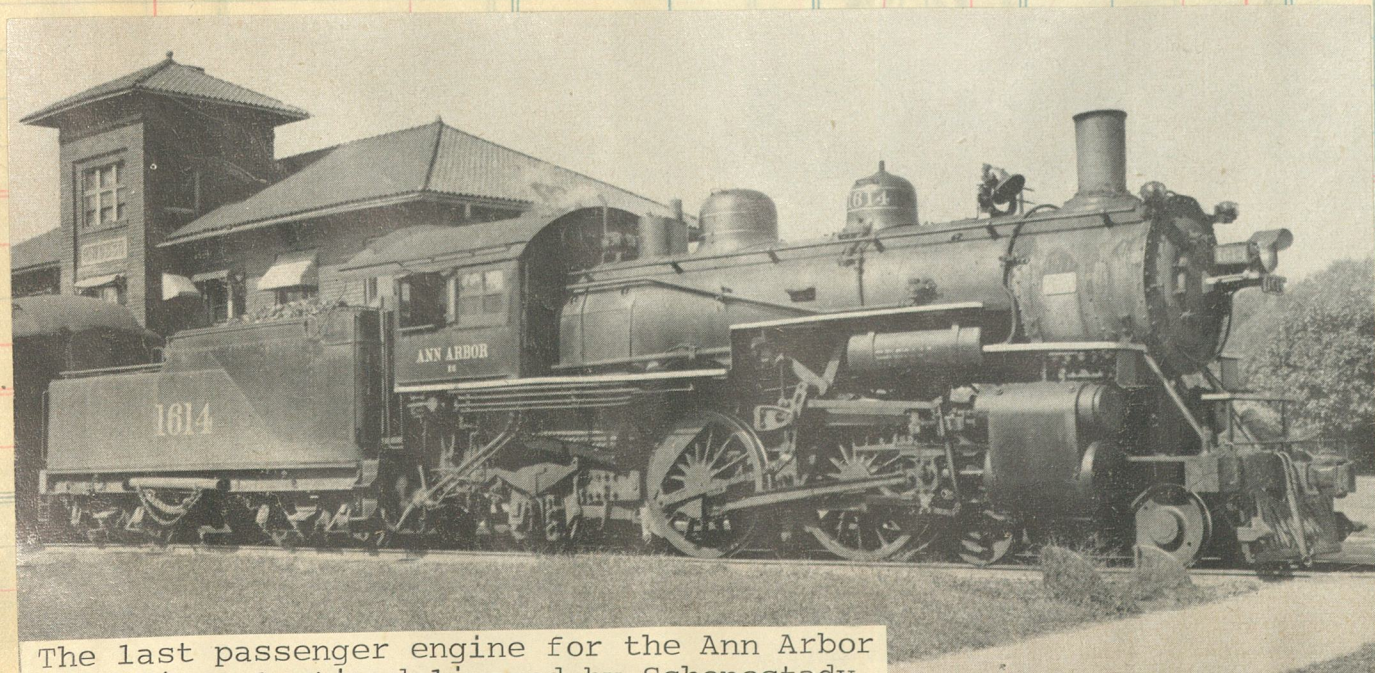
#51 took ten hours to make the 292 mi trip from Toledo to Frankfort.



2nd #38 b1t by Baldwin 1895 c/n 14349. Renoed 126, 2140. Sold to M&LS in 1939.



The 1612 (org #202) with Trn 51 at Durand, Mich



The last passenger engine for the Ann Arbor was this Atlantic delivered by Schenectady in 1909! Org #204 c/n 46202

(10)



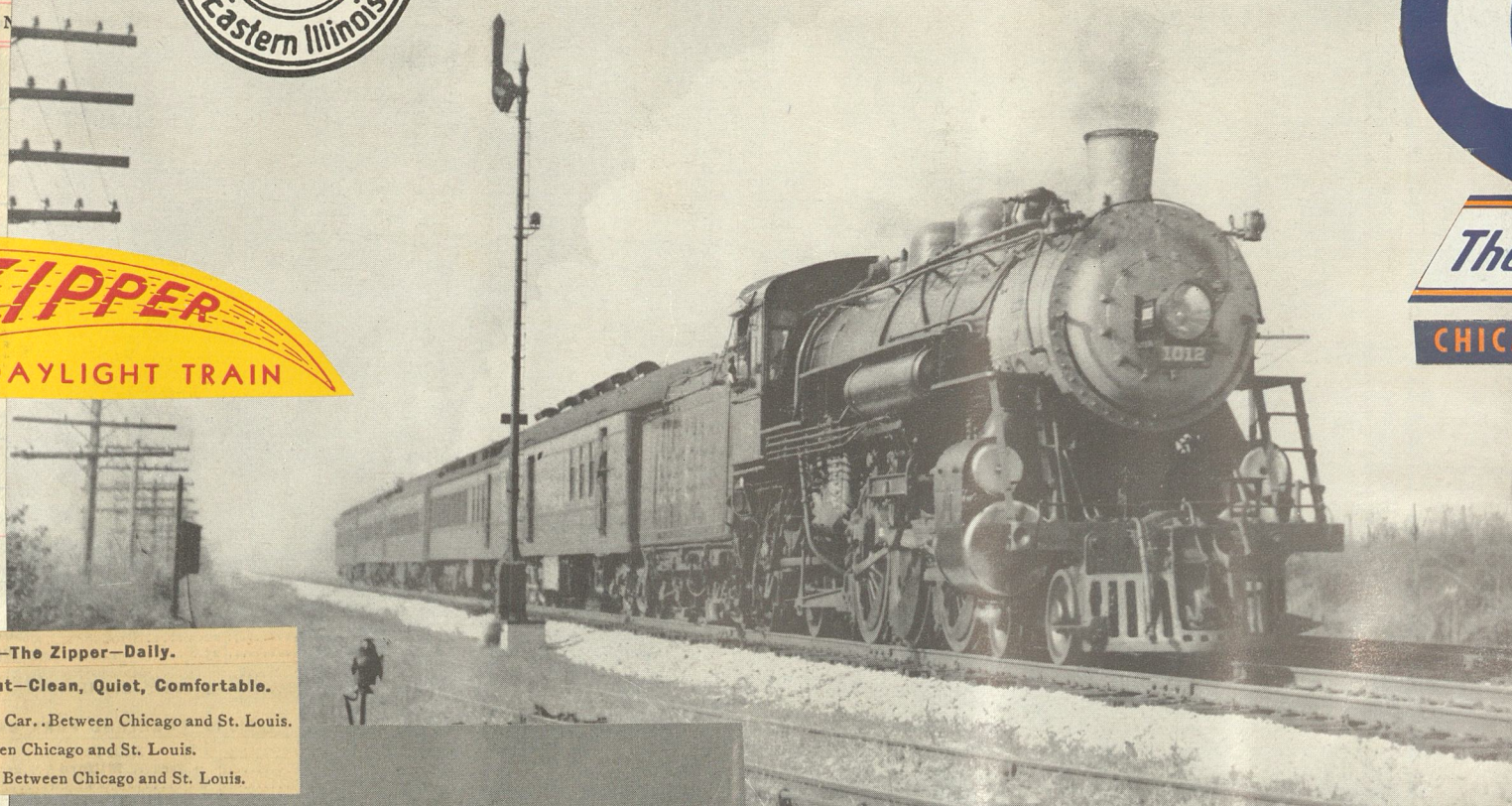
CHICAGO & EASTERN ILLINOIS



[1920]

The ZIPPER
A FAST DAYLIGHT TRAIN

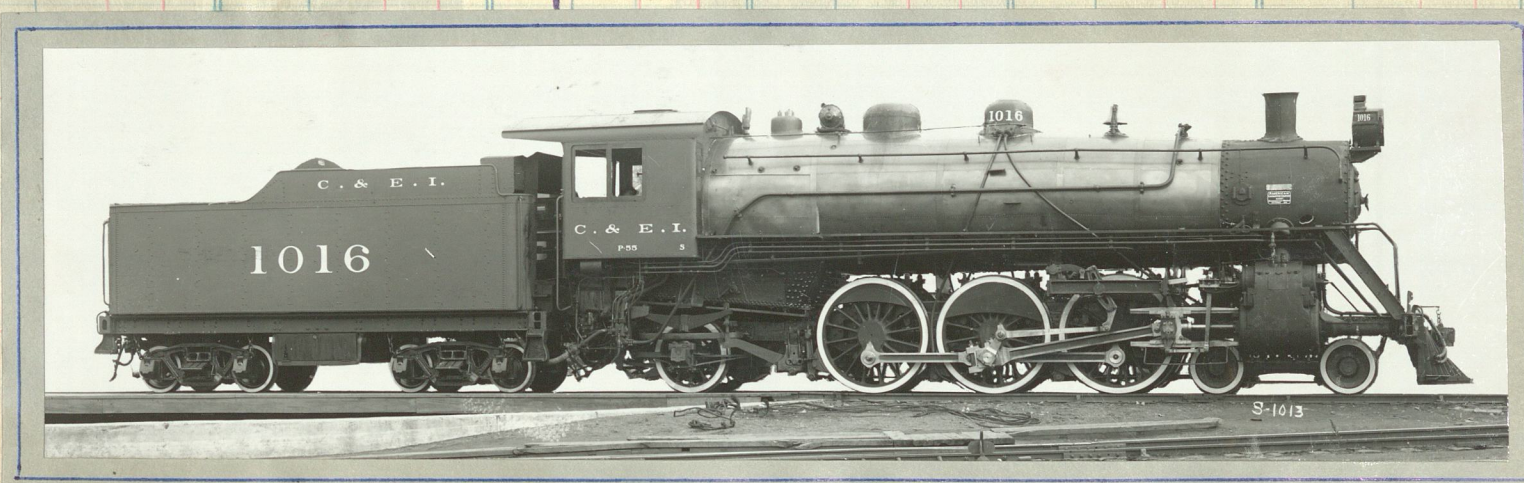
Nos. 21 and 22—The Zipper—Daily.
Air-conditioned throughout—Clean, Quiet, Comfortable.
Drawing-room Observation Parlor Car...Between Chicago and St. Louis.
Cafe-Lounge Car (Radio)...Between Chicago and St. Louis.
Reclining Seat Chair Car-Coach...Between Chicago and St. Louis.



The "Zipper", Trn #21, zipping along near Madison behind Pacific 1012 (1012-1015 Baldwin 1912 c/n 37416) on its five hour run.

ROUTE OF **DIXIE LIMITED**
DIXIE FLYER
DIXIE MAIL
DIXIE LAND
DIXIE FLAGLER

The C. & E.I. was operating 945 miles with 340 engines, 299 passenger and 16,782 freight cars in 1927



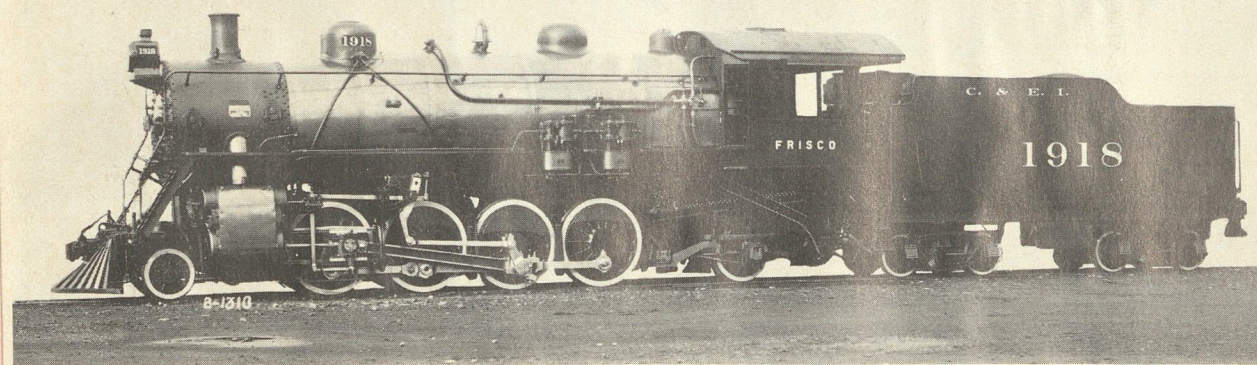
1016-1017
Schenectady 1913
c/n 54307



1900-1924

c/n 51863

Brooks 1912



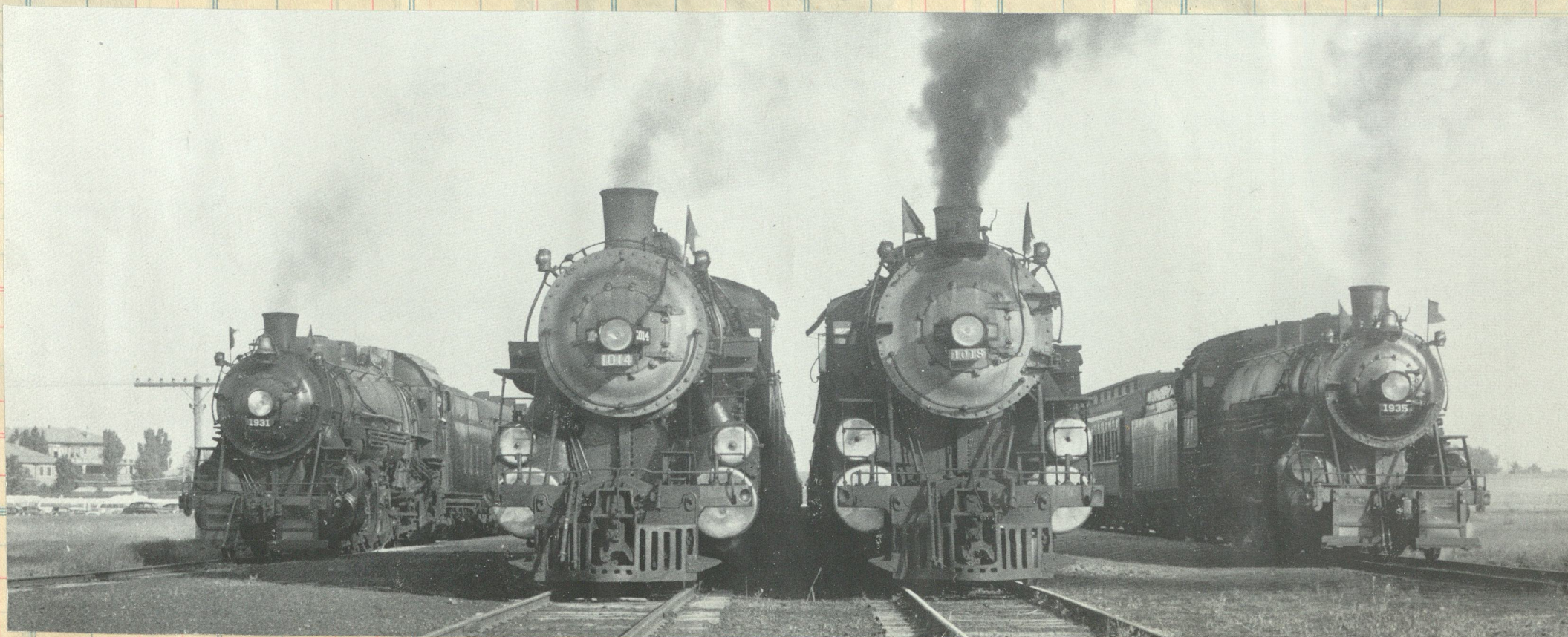
Two perfect examples of the beautifully designed power constructed by ALCO in the decade 1905-1915

PRINT a brief history of the Chicago & Eastern Illinois, including its connection, if any, with the Frisco.—G. K., Simsbury, Conn.

The C&EI had its start as the Chicago, Danville & Vincennes Railroad Company, built to extend from Chicago (via Danville) to a junction with the Evansville, Terre Haute & Chicago Railroad at the Indiana State Line; a distance of 140 miles. The road was put through as far as Milford by October 1st, 1869; opening up a rich bituminous coal producing region. The CD&V was sold under foreclosure in 1877, and emerged as the original Chicago & Eastern Illinois Railroad Co.

On June 7th, 1894, a second Chicago & Eastern Illinois Railroad was organized under the laws of Illinois and Indiana, as a consolidation of the old Chicago & Eastern Illinois Railroad Company and the Chicago & Indiana Coal Railway Co. Seventeen years later, this organization, in turn, was consolidated with the Evansville & Terre Haute Railroad and the Evansville Belt Railway Company. The present Chicago & Eastern Illinois Railway was chartered in 1920, as a reorganization of those properties.

As to its relationship with the St. Louis & San Francisco, the C&EI was under control of that line from August, 1902, to November, 1906, when the latter road was itself reorganized. At present, Chicago & Eastern Illinois control is in the hands of the Chesapeake & Ohio Railway, through dominant stock ownership of its wholly-owned subsidiary, the Virginia Transportation Corporation.



A pair of Pacifics, center stage, are flanked by 2-8-2's with four extras at Lincoln Fields race park.



High-stepping Atlantic 222 approaches Salem, Ill. at 8 A.M. on a May morning in 1946 with Chicago-Thebes Train 123. Several such graceful turn-of-the-century 4-4-2s served the C&EI long and well on lighter runs.

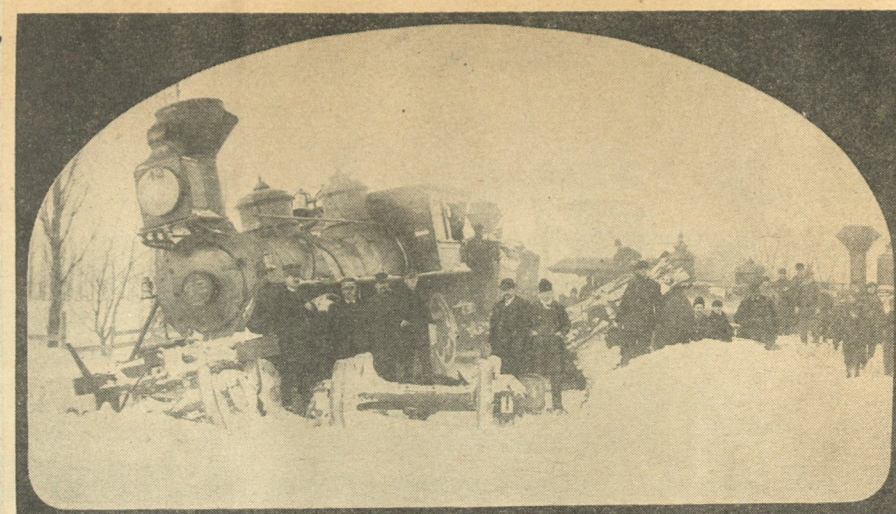


CHICAGO & EASTERN ILLINOIS 4-4-2 No. 222 (Baldwin 1907, serial 30817) at Salem, Ill., in August 1940. This engine was delivered as C&EI 327, had 79-inch drivers, 21x26-inch cylinders, carried 200 pounds pressure, exerted 24,990 pounds tractive effort, and weighed 184,000

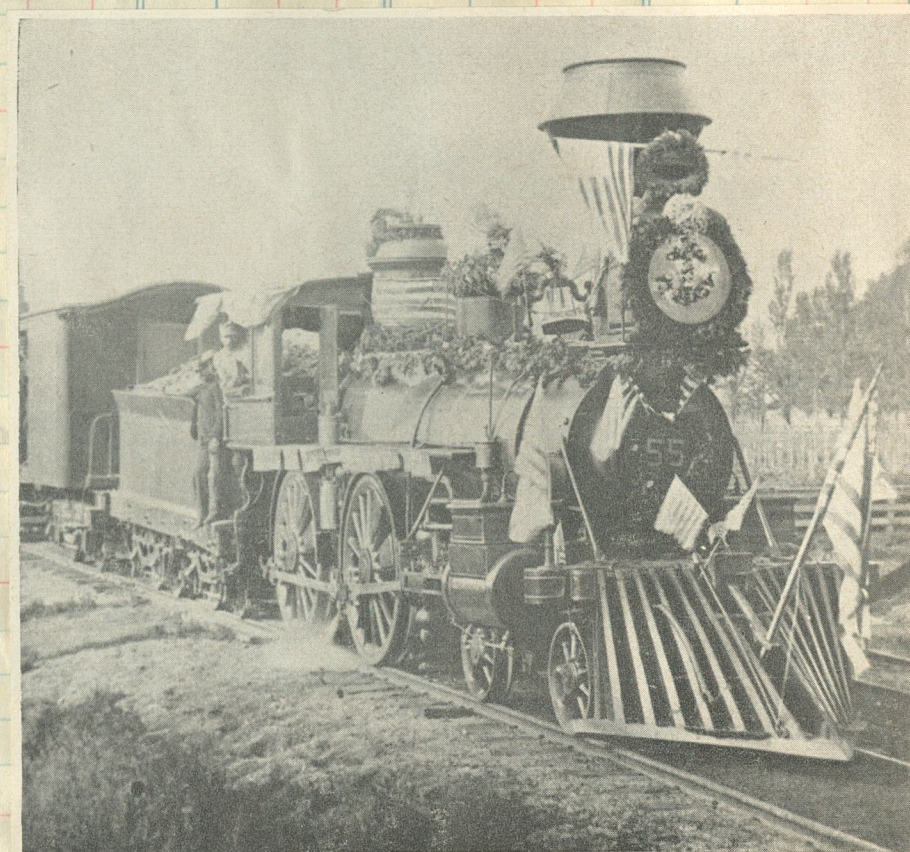
221-225 org nos 326-330



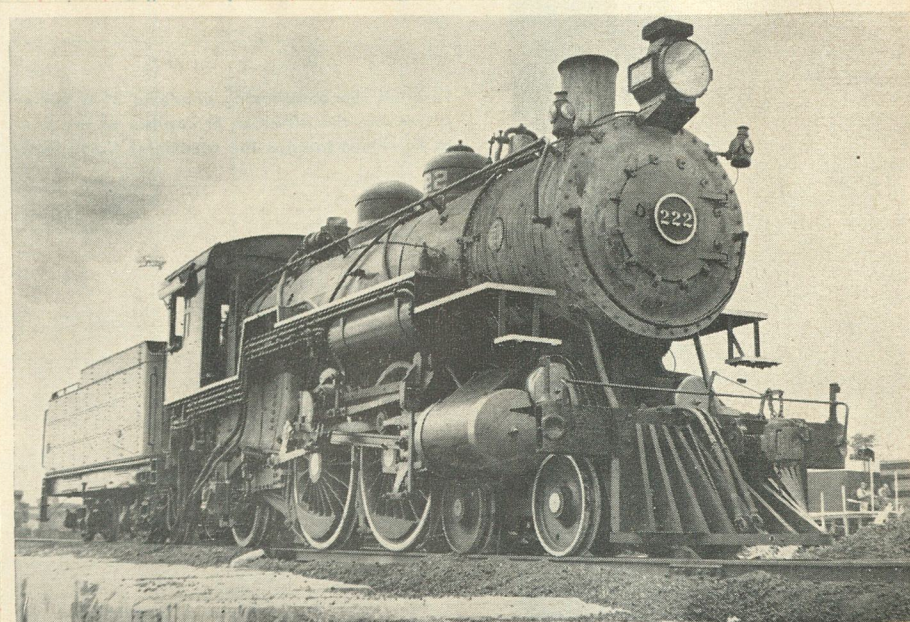
One of the initial Atlantics on the C&EI. The 204, org #302, came from Schenectady in 1904 (c/n 29072). Here on southbound #123 at Tamm, Ill.



1885 WRECK OF THE CHICAGO & EASTERN ILLINOIS MAIL TRAIN NO. 1. Damaged engine 42 is in the foreground of this picture taken at Thornton, Ill., February 9, 1885.



A brass-bound American Standard, all decked out in colors of the Union, brings a Fourth of July picnic special into Momence, Ill. Symbolic of the festive occasion is the American flag planted firmly in the link coupler on No. 55's lean pilot; also note flag ahead of stack.

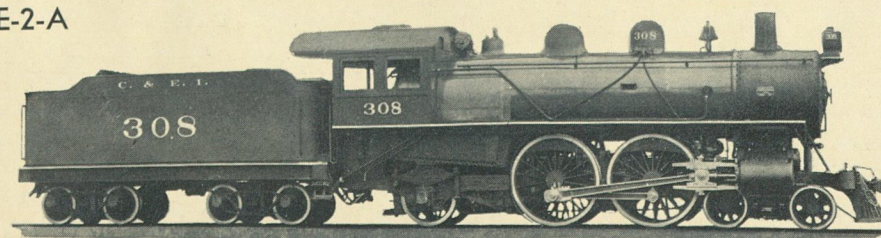


Henry T. McLeod



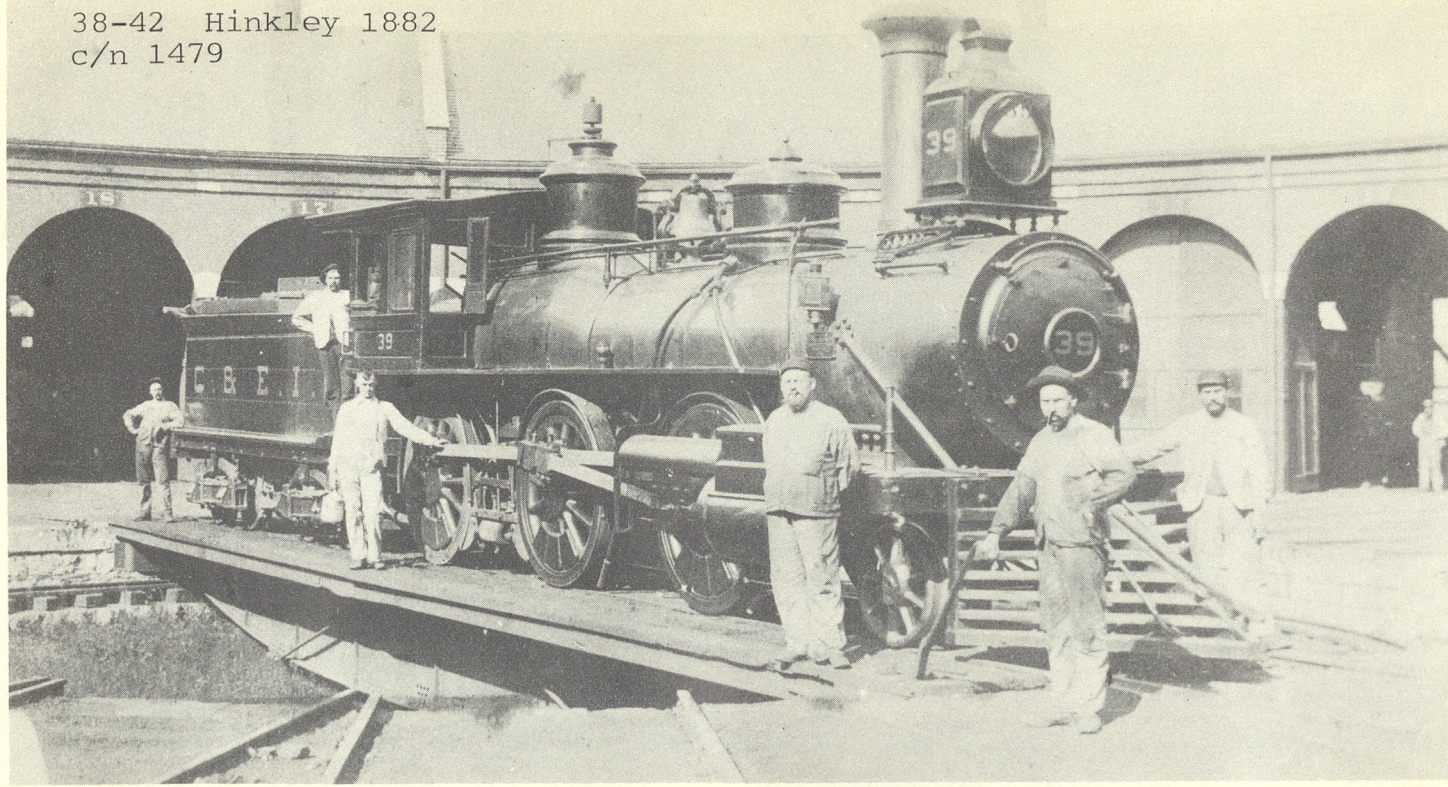
Chicago & Eastern Illinois 4-4-2 No. 222 came out of Baldwin's erecting shop in 1907 as one of a pair of almost identical twins and put its 79-inch drivers to work on fast passenger flyers. Retired when diesels came, the 222 was restored to original condition to star as a performer in the "Wheels A-Rolling" pageant of the Chicago Railroad Fair of 1948.

Class E-2-A

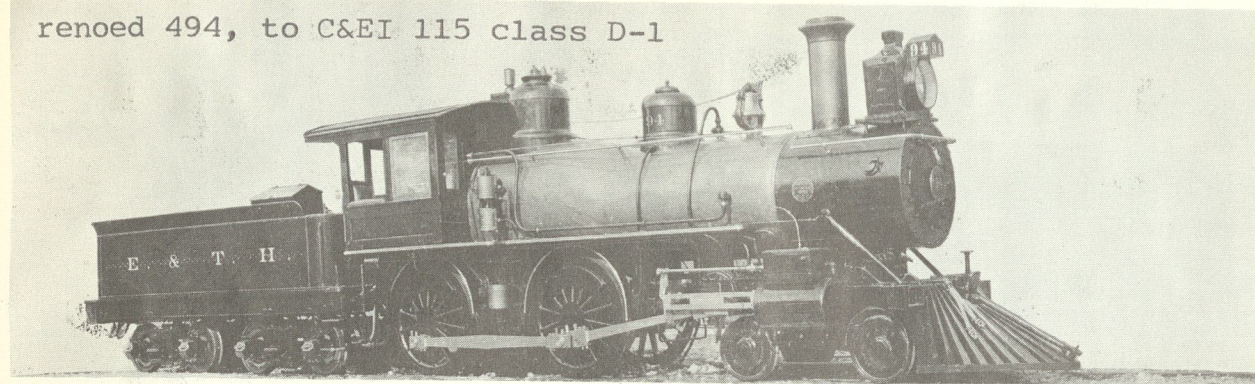


The second order of Atlantics was for six engines delivered by Schenectady in 1905 noed 308-313, renoed 210-215. [c/n 38080]

38-42 Hinkley 1882
c/n 1479

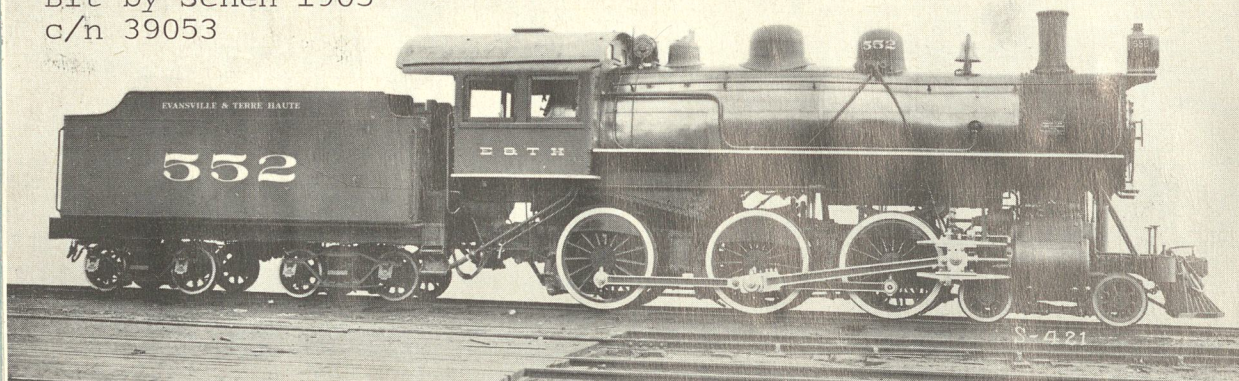


renosed 494, to C&EI 115 class D-1

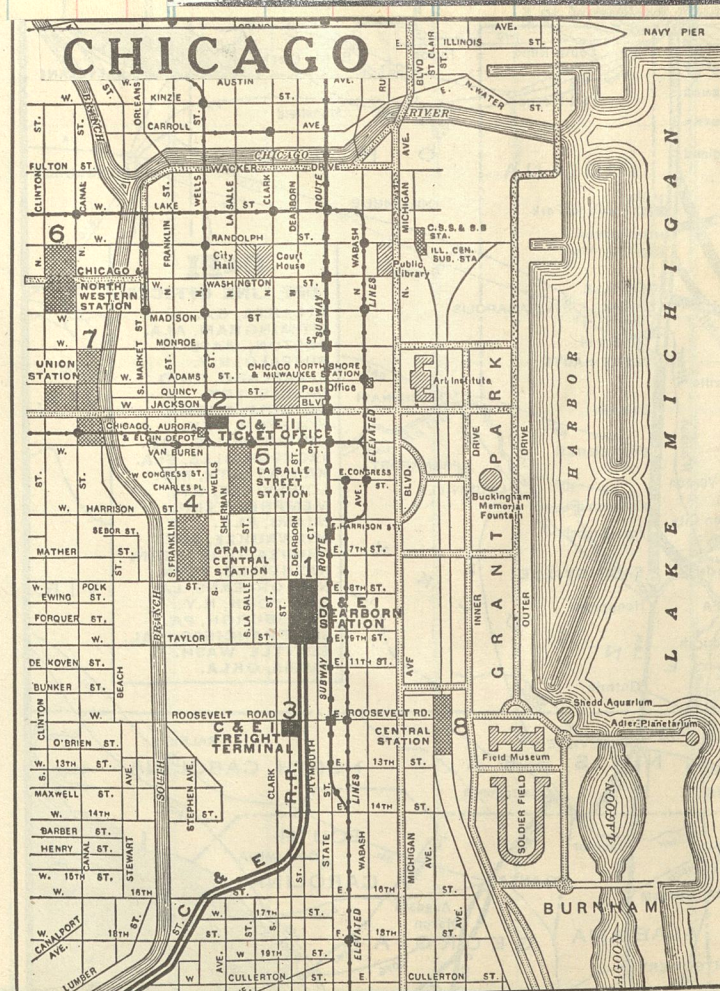
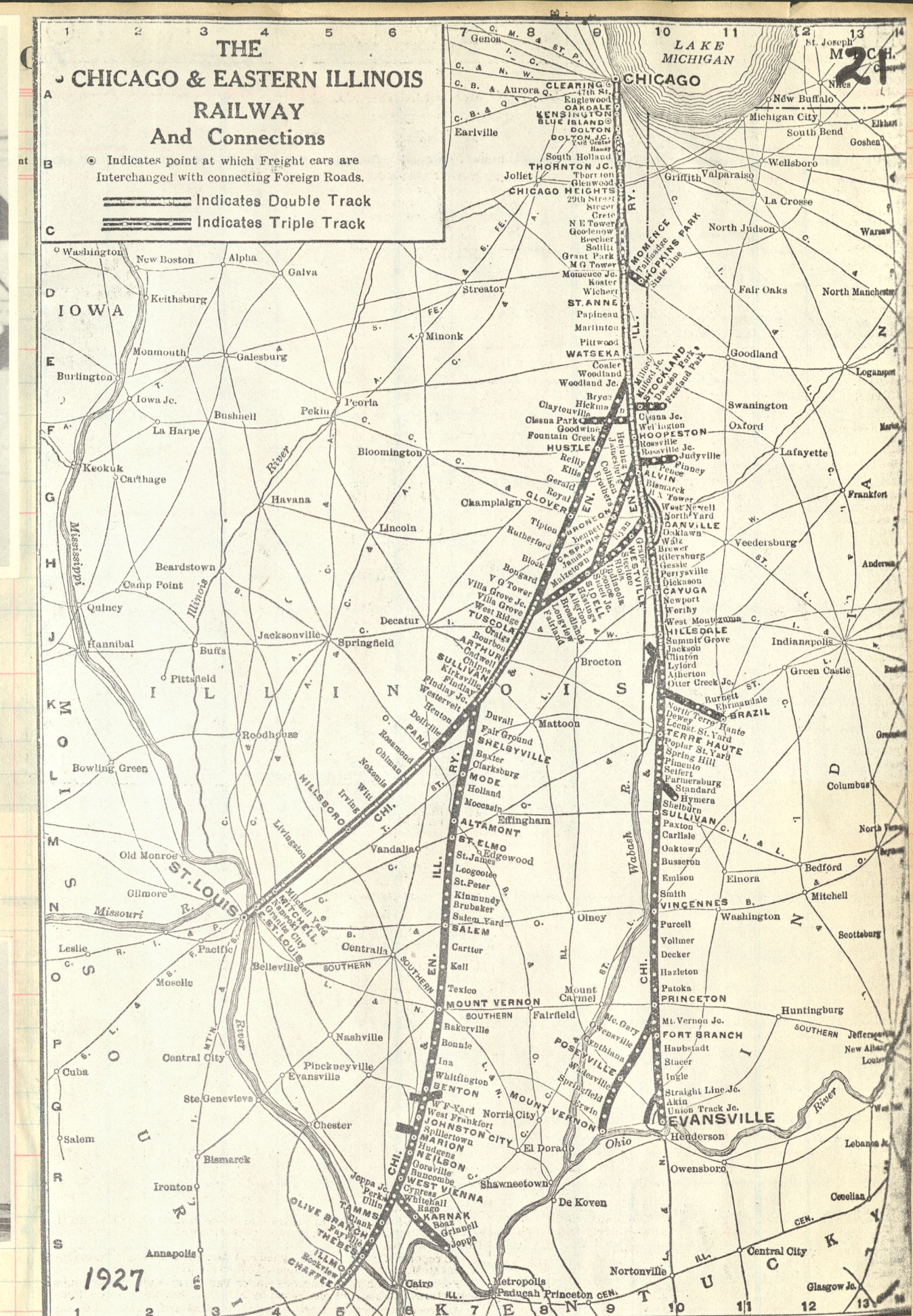
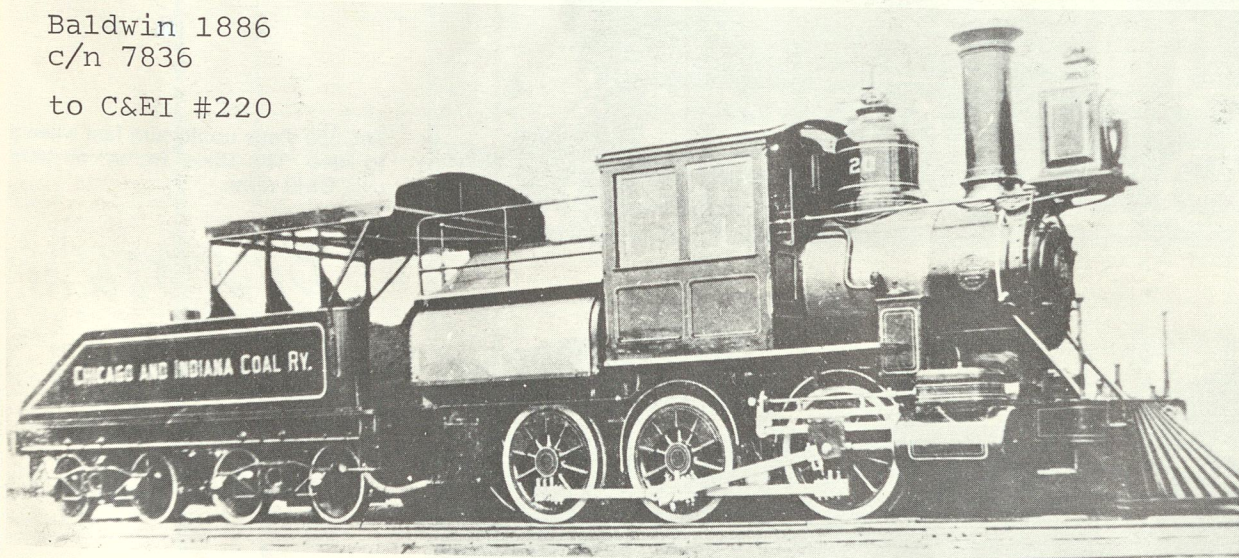


Evansville & Terre Haute #94, 1892, 4-4-0 type. Baldwin c/n 13140

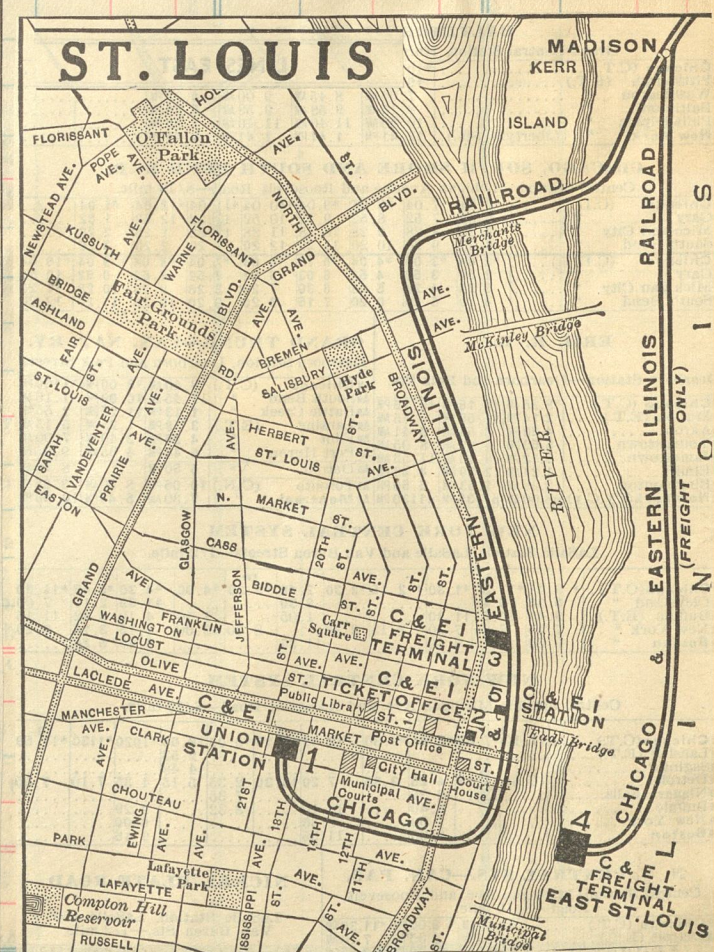
Evansville & Terre Haute 10 wheeler #552, later C&EI #620
Blt by Schen 1905
c/n 39053



Baldwin 1886
c/n 7836
to C&EI #220



- 1 Dearborn Station
Dearborn and Folk Sts.
C&EI R. R.
Erie R. R.
Grand Trunk Ry.
Monon Route
Santa Fe
Wabash R. R.
- 2 C&EI Ticket Office
163 West Jackson Blvd.
- 3 C&EI Freight Terminal
Roosevelt Rd. and Clark St.
- 4 Grand Central Station
Wells and Harrison Sts.
Baltimore & Ohio R. R.
Chicago Great Western R. R.
Pere Marquette Ry.
Soo Line
- 5 La Salle Street Station
La Salle and Van Buren Sts.
Nickel Plate Road
New York Central System
Rock Island Lines
- 6 C. & N. W. Station
Madison and Canal Sts.
C&N.W. Ry.
- 7 Union Station
Canal St. and Jackson Blvd.
Alton R. R.
Burlington Route
Pennsylvania R. R.
The Milwaukee Road
- 8 Central Station
Roosevelt Road and
Michigan Ave.
Big Four Route
Illinois Central System
Michigan Central Route
South Shore Line



- 1 Union Station
Eighteenth and Market Sts.
C&EI R. R.
Alton R. R.
Baltimore & Ohio R. R.
Big Four Route
Burlington Route
Frisco Lines
Gulf, Mobile & Ohio R. R.
Illinois Central System
Louisville & Nashville R. R.
- 1-Continued MKT Lines
Missouri Pacific Lines
Nickel Plate Road
Pennsylvania R. R.
Rock Island Lines
St. Louis Southwestern Ry.
Southern Ry.
Wabash R. R.
- 2 C&EI Ticket Office
522 North Broadway.
- 3 C&EI Freight Terminal
North Broadway and
Biddle St.
- 4 C&EI Freight Terminal
500 South Front St.
East St. Louis, Illinois.
- 5 C&EI R. R.
Washington Ave. Station

SELLER
DATE
FORM

NO. 92—DIXIE LIMITED—DAILY
Coaches.....Atlanta to Chicago.
Dining Car.....Jacksonville to Chicago.
Sleeping Cars: Jacksonville to Chattanooga. (NC&St.L.)
10 Sec., 1 Comp., 1 D.R.Car No. K-24 Atlanta to Chicago.
10 Sec.—ObservationCar No. K-25 Atlanta to Chicago.
8 Sec., 2 Comp., 1 D.R.Car No. A-128 Jacksonville to Chicago.
6 Comp., 3 D.R.Car No. F-257 Miami to Chicago.

Dixie Limited

DAILY

NEW FASTER SCHEDULES . . . IMPROVED SERVICE BETWEEN CHICAGO-ATLANTA. MORE CONVENIENT DEPARTURE AND ARRIVALS FOR BETTER CONNECTIONS. FASTER BETWEEN CHICAGO AND ALL FLORIDA. THROUGH, COMFORTABLE SLEEPING CARS BETWEEN CHICAGO-ATLANTA-JACKSONVILLE-MIAMI. MODERN, AIR-CONDITIONED COACHES. DINING CAR FOR ALL MEALS.

THE DIXIE LIMITED



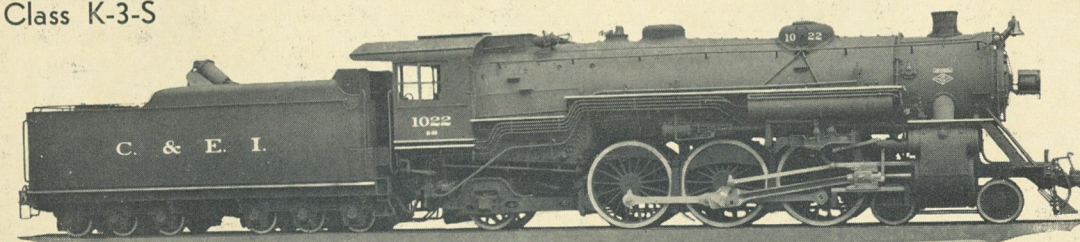
The Dixie Limited approaches run's end over Chicago & Western Indiana track on November 10, 1937 behind massive K-3 1020.

Richard H. Kennedy/Harold J. Storton collection

THE DIXIELAND

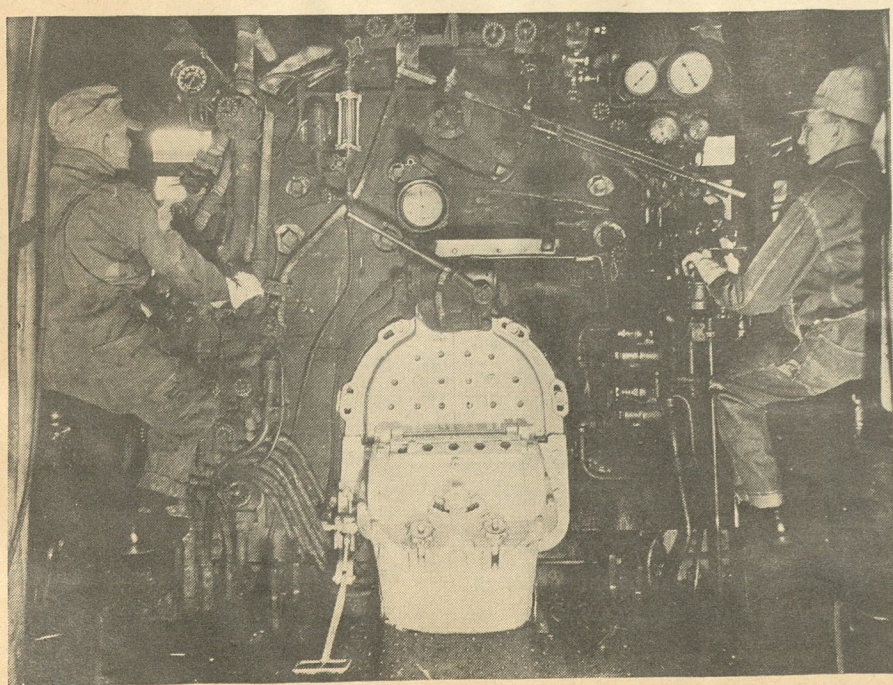


Class K-3-S



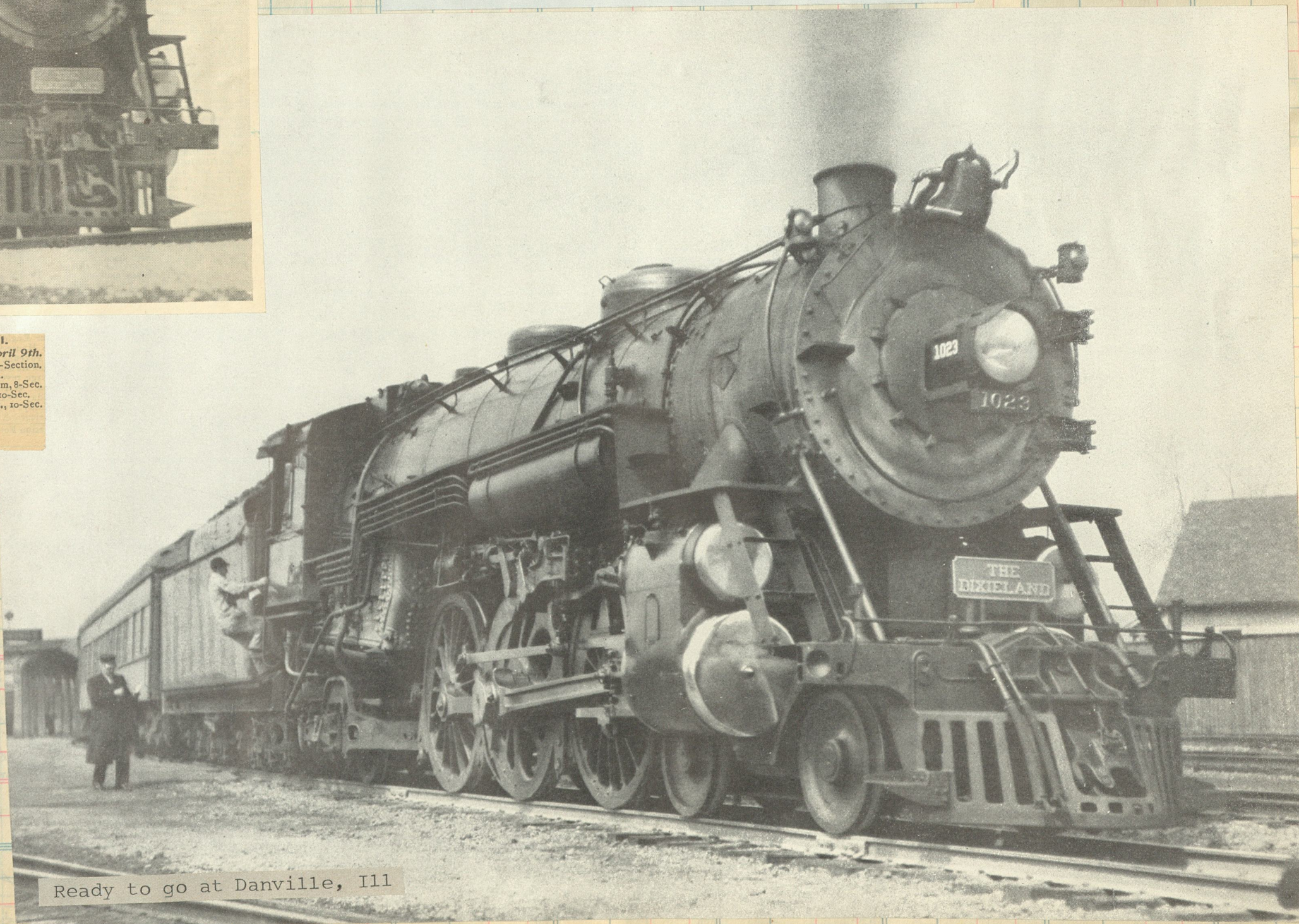
The final passenger engines for the C. & E. I.
1018-1023 c/n 6325 LIMA 1923

Nos. 91 and 90—Dixieland—Daily. Table A and I.
Last trip from Chicago, April 7th; from Florida, April 9th.
Sleeping Cars: ★Between Chicago and Miami—Observation, 10-Section.
★Between Chicago and Miami—6-Comp., 3 D.R.
★Between Chicago and Miami—5-Double Bedroom, 8-Sec.
★Between Chicago and St. Petersburg—2 D.R., 10-Sec.
★Between Chicago and Tampa—1 D.R., 2-Comp., 10-Sec.
Lounge Car: ★Between Chicago and Jacksonville. (Radio)
Coaches: ★Between Chicago and Jacksonville.
Dining Car: ★Between Chicago and Miami.



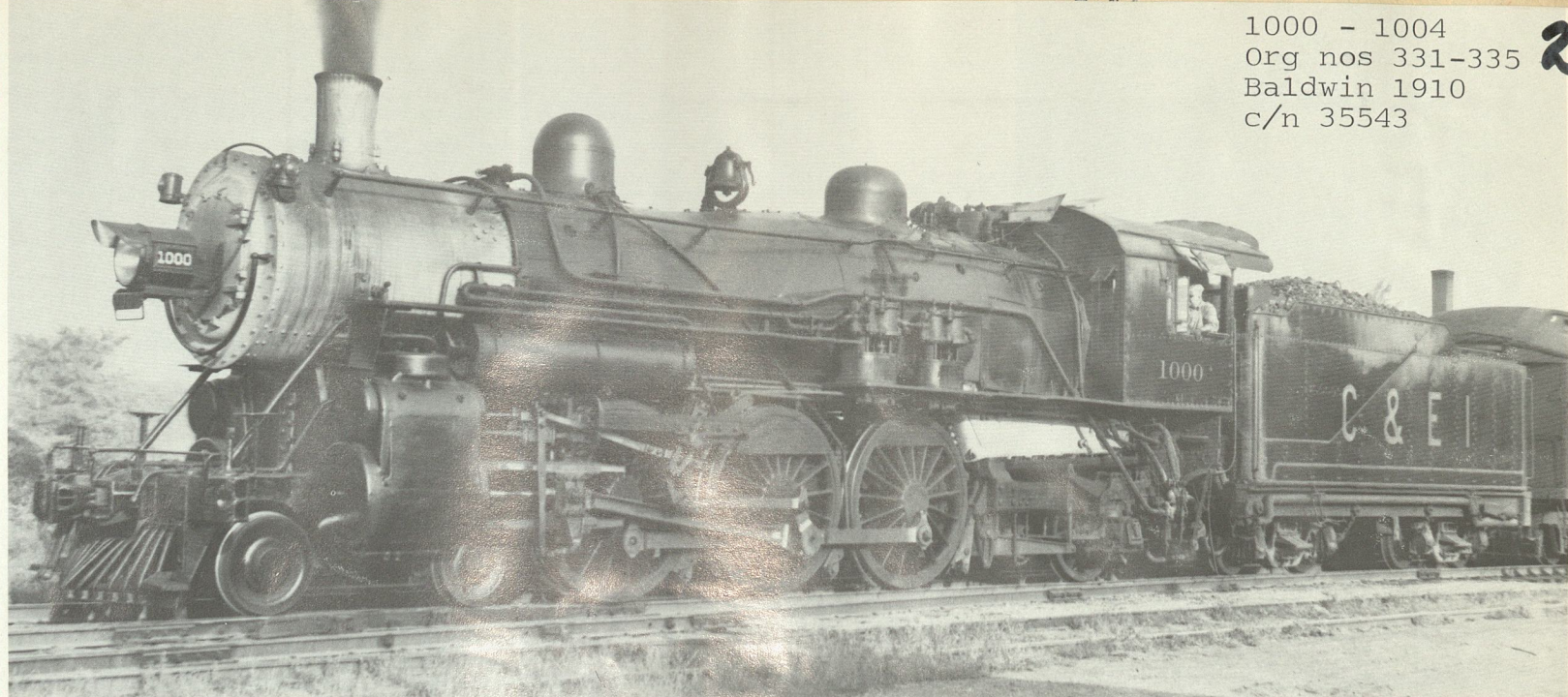
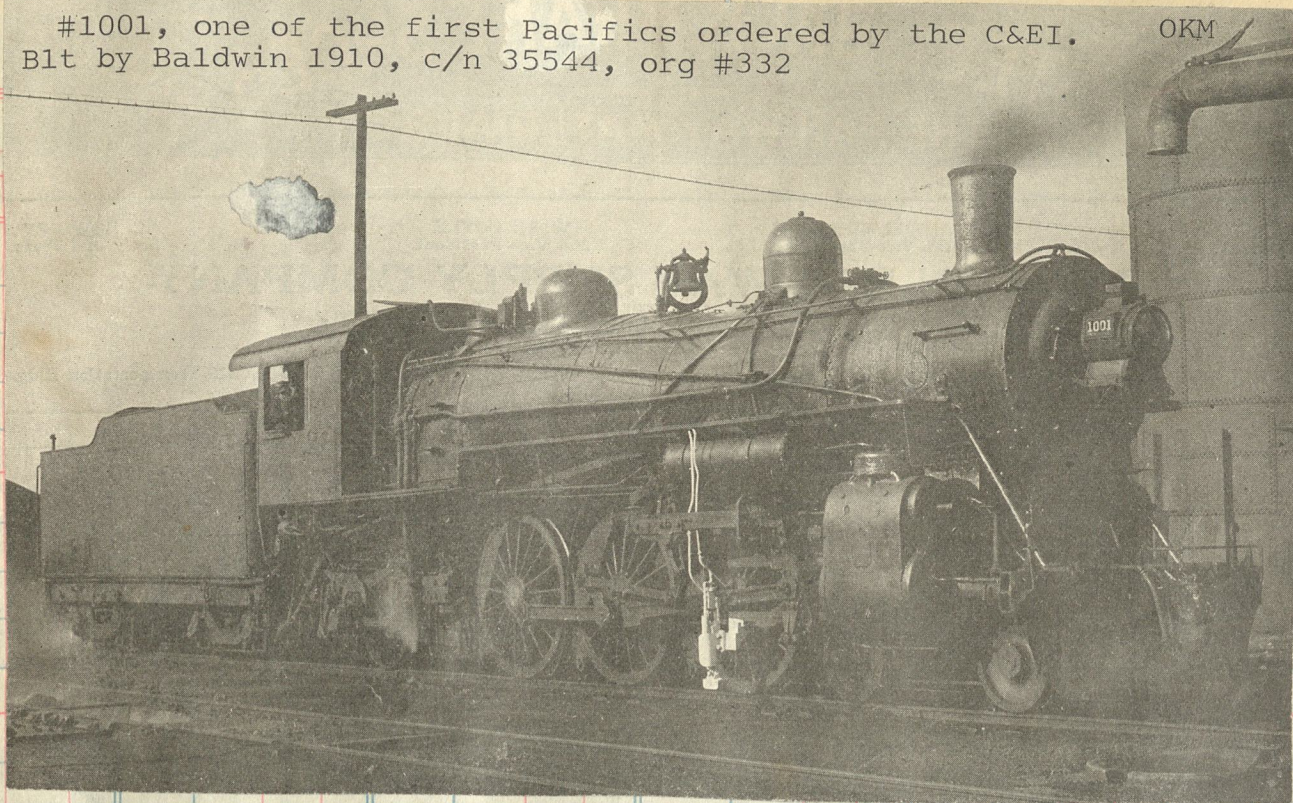
GOOD VIEW OF INTERIOR OF LOCOMOTIVE CAB

Brother S. D. Warner, Div. 100, lent this photograph of the interior of cab of passenger locomotive 1022, Chicago & Eastern Illinois Railway. Brother P. M. Moffit, Div. 100, is engineer and Brother C. E. Congleton is fireman.



Ready to go at Danville, Ill

#1001, one of the first Pacifics ordered by the C&EI.
Blt by Baldwin 1910, c/n 35544, org #332 OKM

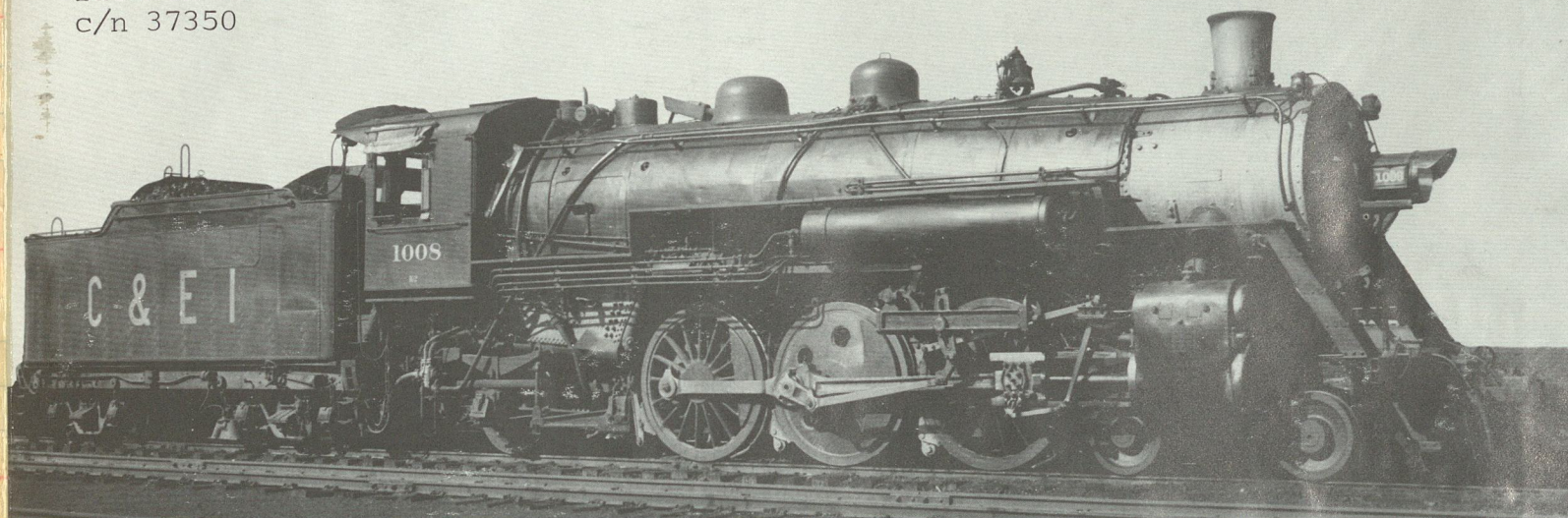


K-1, K-1a 1000-1007 25 1/2 x 28 cyl 73 DR 180BP 38,100TF 242,400wgt Baldwin, 1910

1000 - 1004
Org nos 331-335
Baldwin 1910
c/n 35543

Robert J. Foster/Charles T. Feistead collection

1008-1011
Baldwin 1911
c/n 37350



The NEW Streamliner DIXIE FLAGLER

EXCLUSIVE CHAIR CAR TRAIN

» CHICAGO - MIAMI «

On Fastest Schedule ever Offered

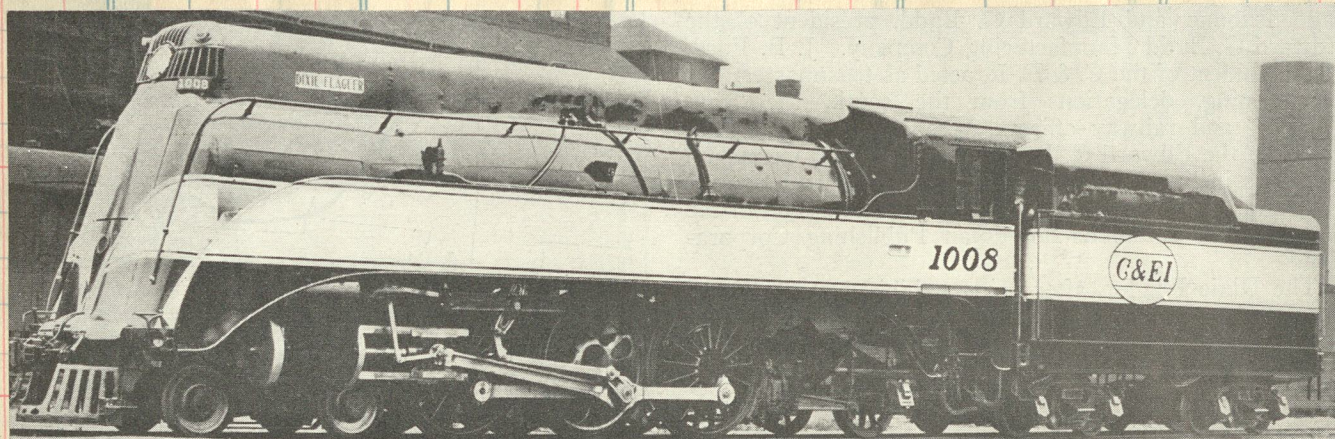
NO EXTRA FARE

Dixie Flagler

EVERY THIRD DAY
MORNING DEPARTURE

Deluxe streamlined all coach
train between Chicago,
Jacksonville and Miami.

One Night Enroute



The Dixie Flagler Locomotive on the C. & E. I. Is Finished in Black with Silver Bands on the Sides



In 1940 the 1008 came out
of the shops looking like
a fancy painted bathtub.
This style later modified
to a "bulletnose" design.

NO. 99—DIXIE FLAGLER
(Florida Streamliner—Operates every third day—All seats reserved in advance)
See page 4 for dates of operation.

Reclining Seats	Chicago to Miami	Car No. DF-1
Reclining Seats	Chicago to Miami	Car No. DF-2
Reclining Seats	Chicago to Miami	Car No. DF-3
Dining Car	Chicago to Miami (C&EI)	Car No. DF-4
Reclining Seats	Chicago to Miami	Car No. DF-5
Reclining Seats	Chicago to Miami	Car No. DF-6
Observation-Buffer-Lounge	Chicago to Miami	Car No. DF-7

First trip December 17, 1940



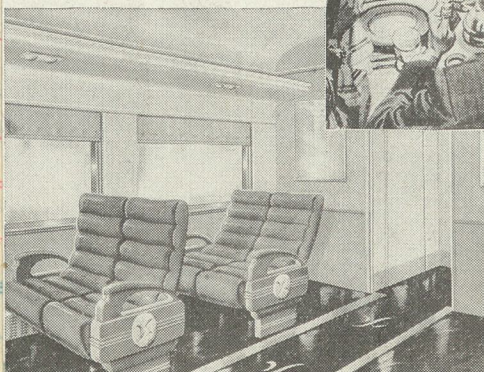
THE DIXIE FLAGLER



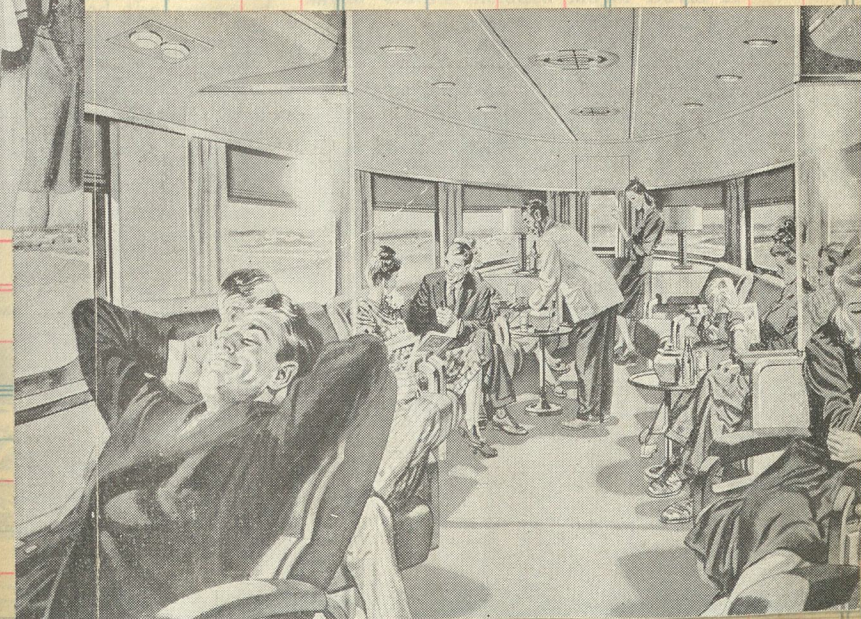
New diner with diagonal
seating will offer the ulti-
mate in roomy comfort...
in an inviting atmosphere
of gracious dining.



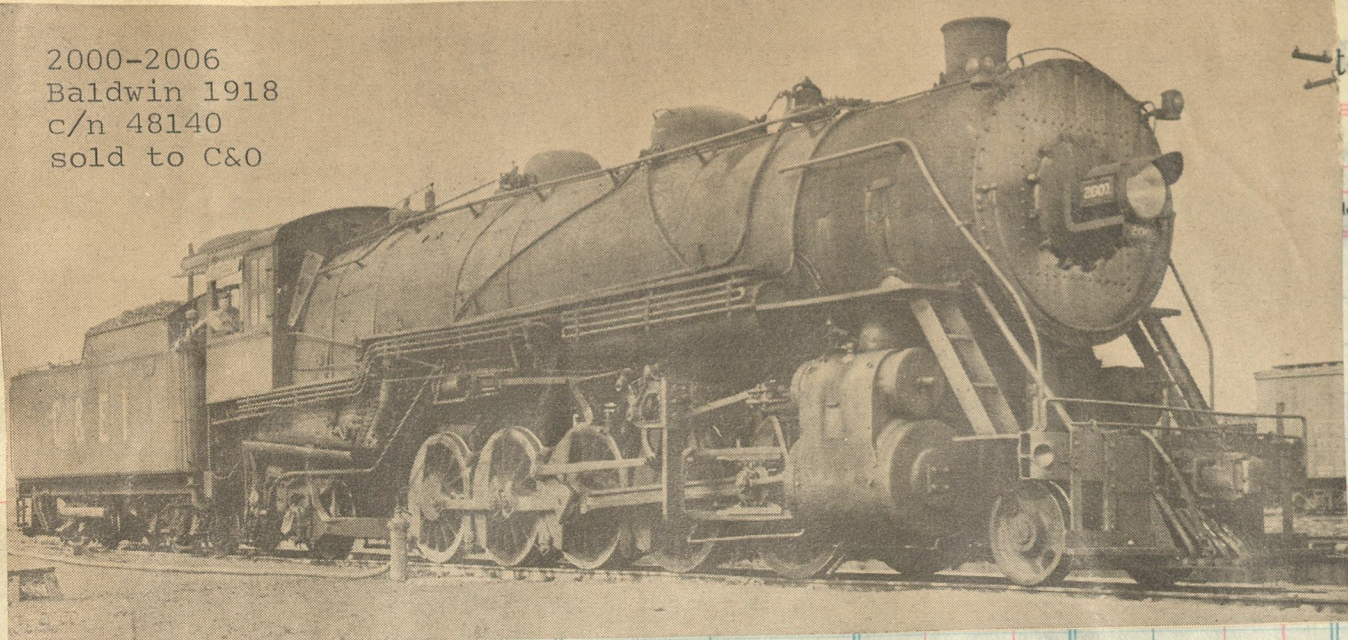
Restful relaxation in luxurious surroundings
... every mile will be a memorable moment
in the new, exquisitely appointed Observa-
tion-Lounge.



New day coaches with reclining chairs of ad-
vanced design for extra leg room... loung-
ing freedom... smoother riding comfort.



2000-2006
Baldwin 1918
c/n 48140
sold to C&O



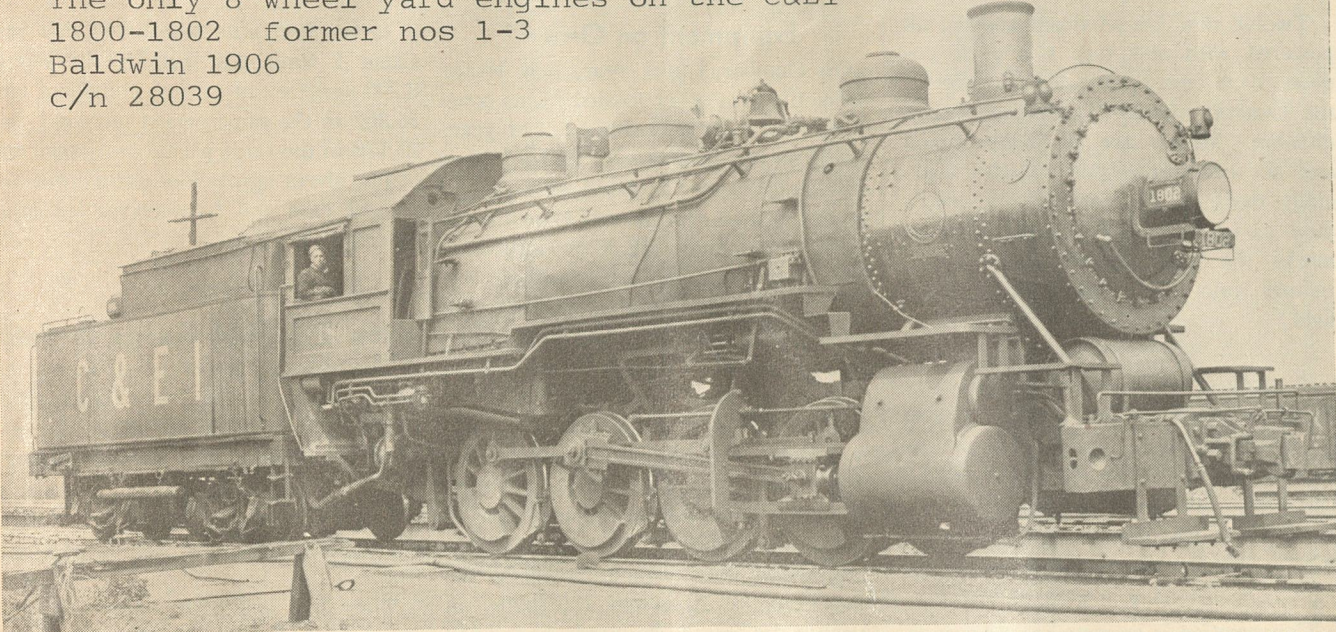
The 2003, with a tfr run, nearing Clearing Yard on the B.R.C.

c/n 48284
to C&O 2003

Clos. No. Sold



The only 8 wheel yard engines on the C&EI
1800-1802 former nos 1-3
Baldwin 1906
c/n 28039

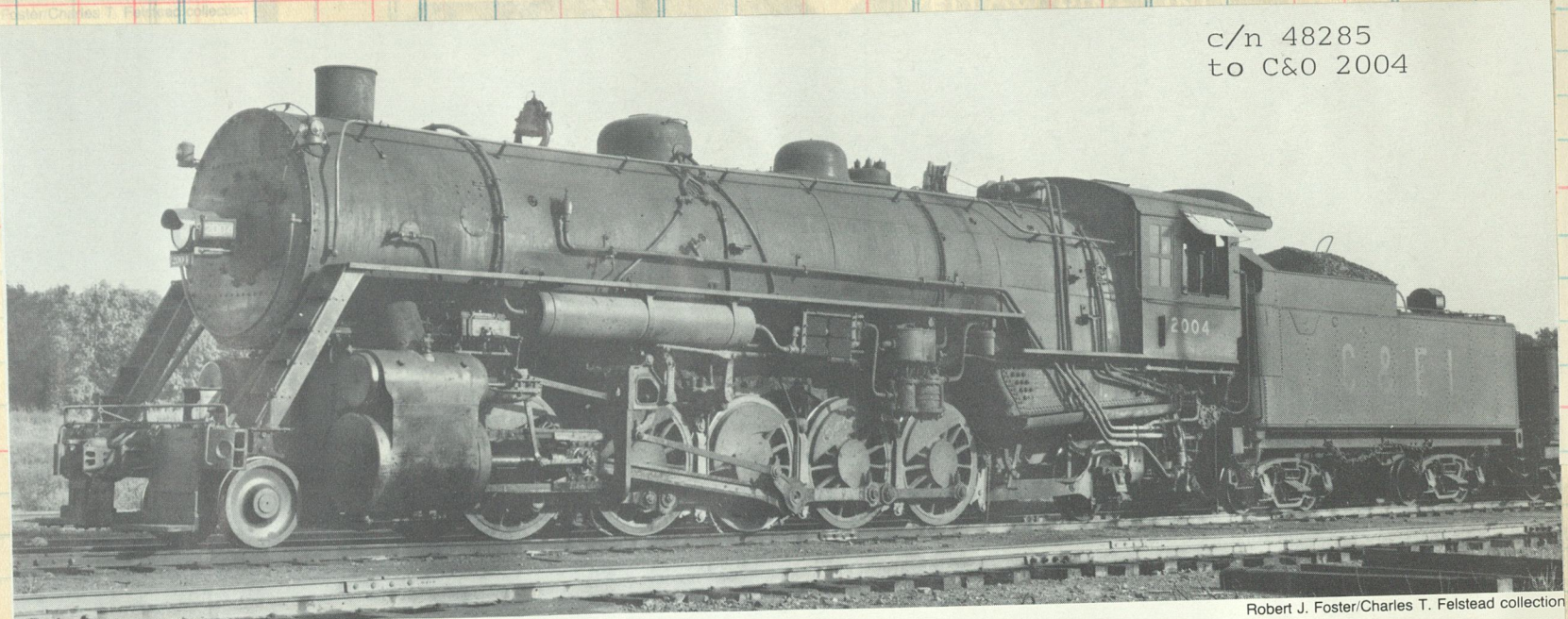


CHICAGO & EASTERN ILLINOIS LOCOMOTIVE 1802 AT YARD CENTER, ILL.

This Baldwin-built locomotive weighs 226,000 pounds, has 57-inch driving wheels, cylinders 23 1/2 by 32 inches, steam pressure of 200 pounds and traction efforts of 48,731 pounds.

J. B. Allen

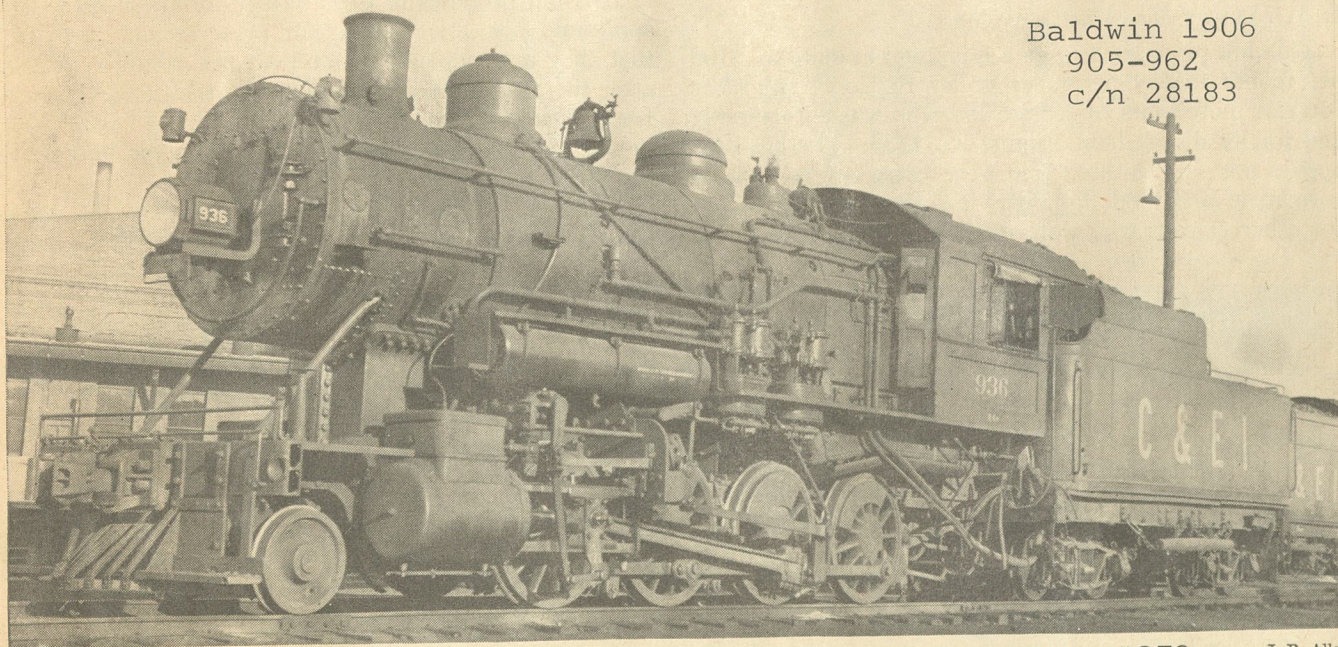
c/n 48285
to C&O 2004



Robert J. Foster/Charles T. Felstead collection

O-1s 2000-2006 30x32 cyl 63"DR 1958P 75,771TF 377,300wgt Baldwin, 1918

Baldwin 1906
905-962
c/n 28183



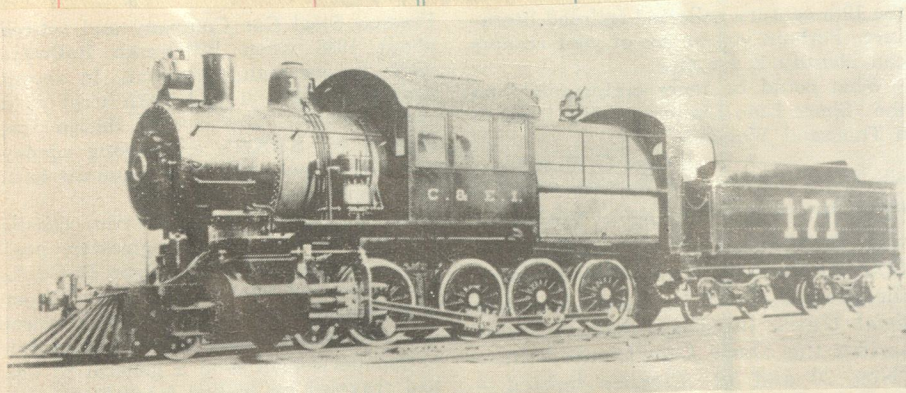
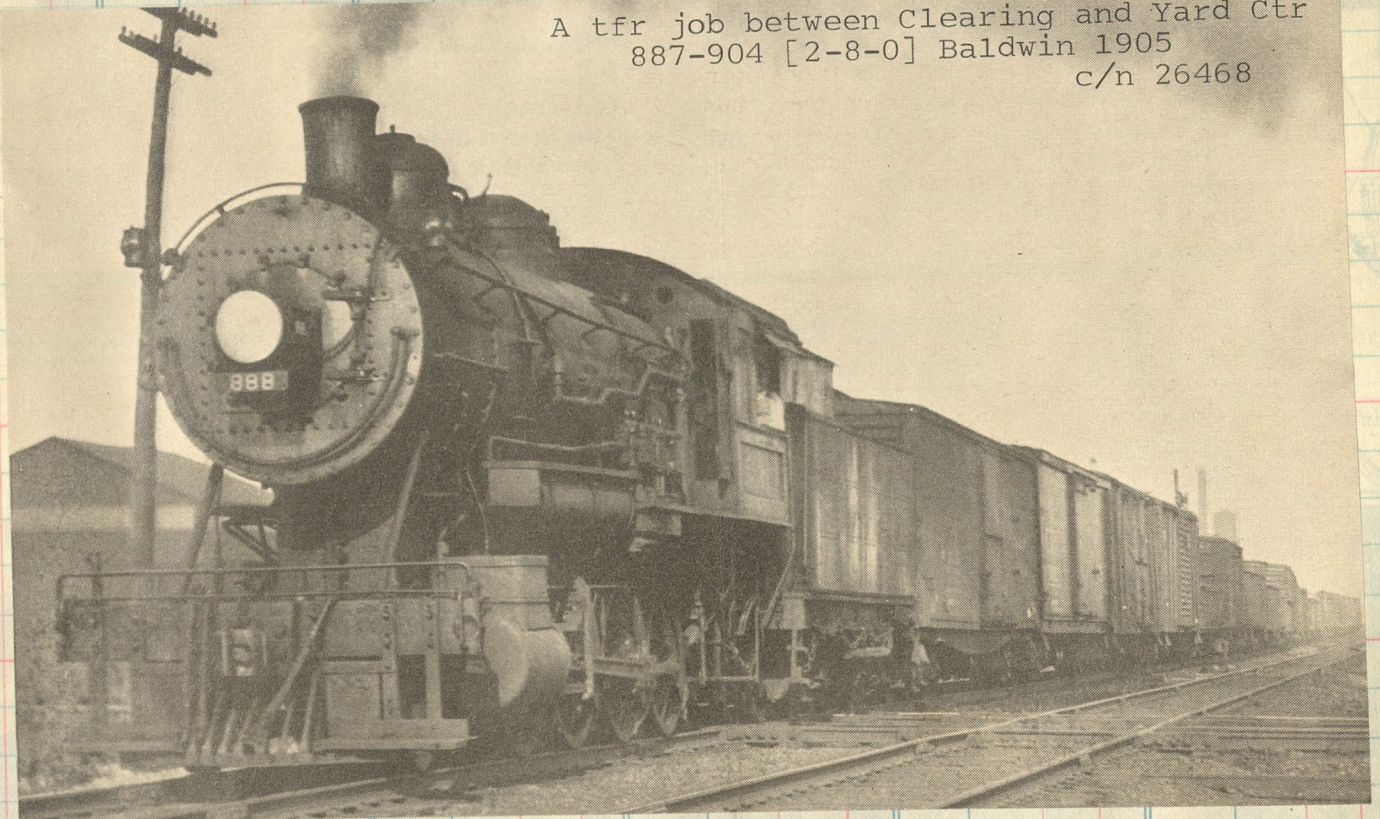
LOCOMOTIVE 936 OF THE CHICAGO & EASTERN ILLINOIS

Org #372

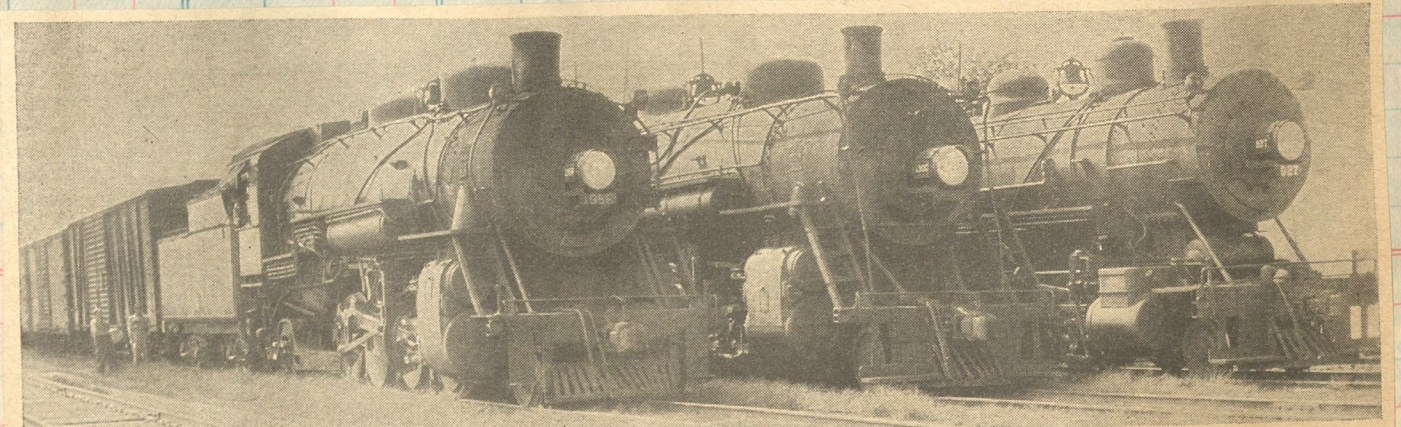
J. B. Allen

This engine, built by the Baldwin Works in 1906, and photographed at Salem, Ill., has cylinders 21 by 28 inches; driving wheel, 55 inches; tractive power, 38,166 pounds; weight of locomotive, 172,000 pounds. Old number of this locomotive was 372.

A tfr job between Clearing and Yard Ctr
887-904 [2-8-0] Baldwin 1905
c/n 26468

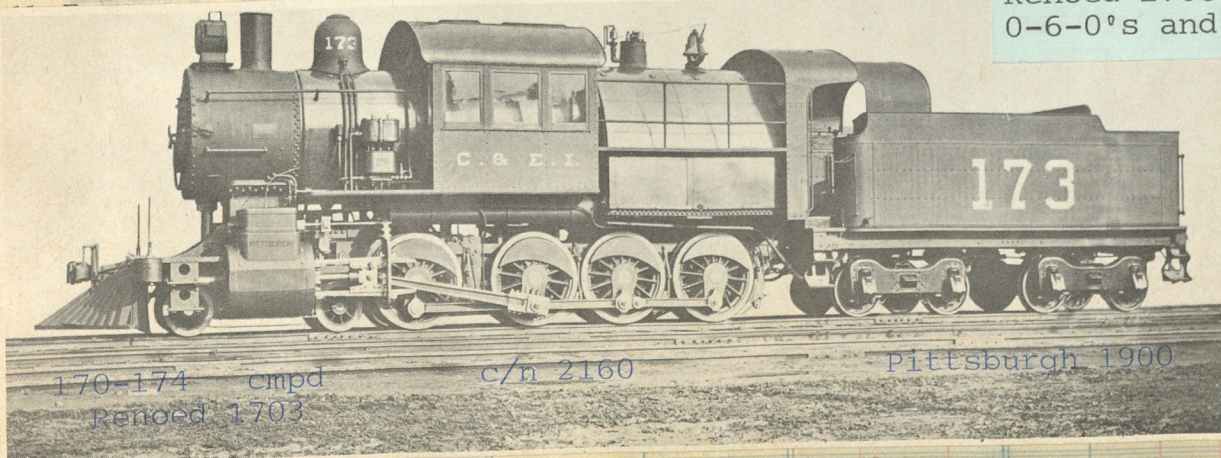


In 1900 Pittsburgh delivered five double cab 4-8-0's designed to burn "waste" coal. Noed 170-174 (c/n's 2157-61) Renoed 1700-1704, rebt to 0-6-0's and noed 3655-3659.

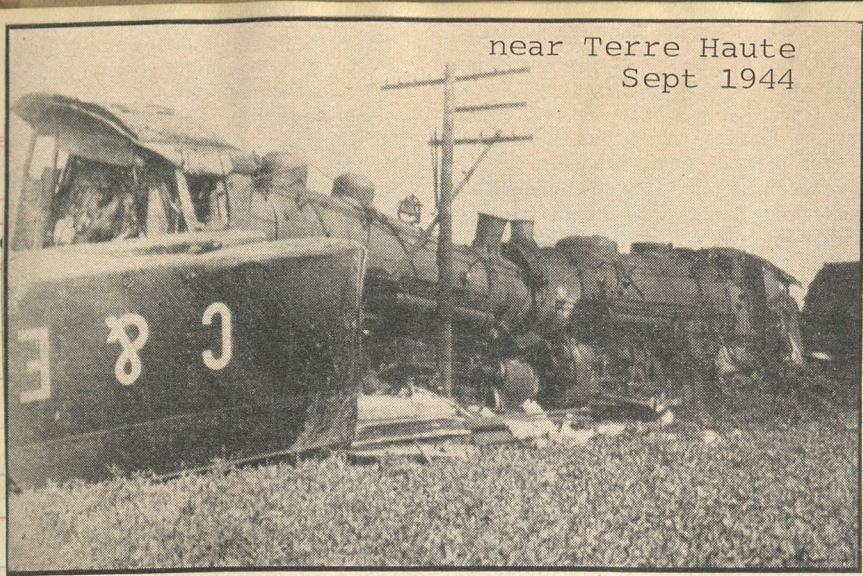


GANG OF FAST FREIGHTS

The three locomotives are ready to leave Evansville for Chicago on the Chicago & Eastern Illinois Railroad. The crews are Brother J. LaVey, Brother G. Farlow and Brother M. Gentry, all of Div. 246, and Brother Jess Miller of Div. 100. The photograph was supplied by Brother LaVey, Past Chief Engineer of Div. 246.



170-174 compd c/n 2160 Pittsburgh 1900
Renoed 1703

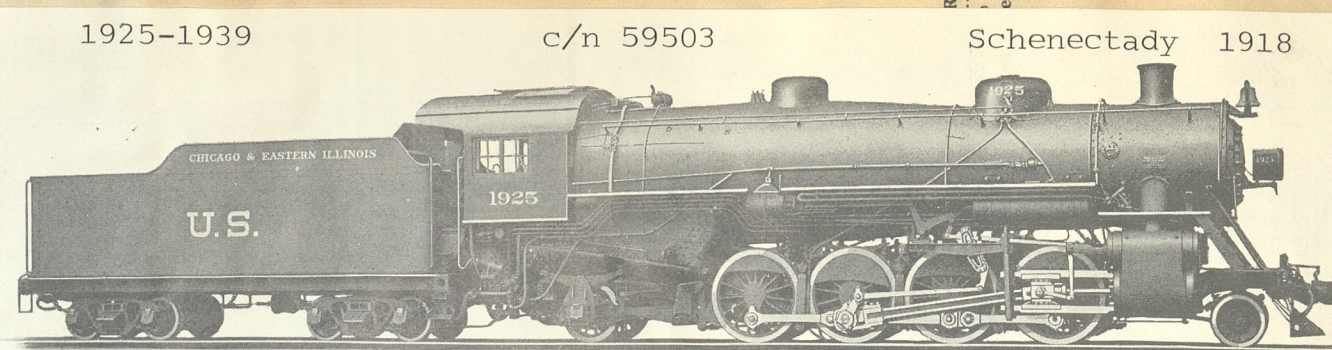


WRECK ON THE CHICAGO & EASTERN ILLINOIS RAILROAD
Among the dead: 25 Air Forces veterans.

Associated Press



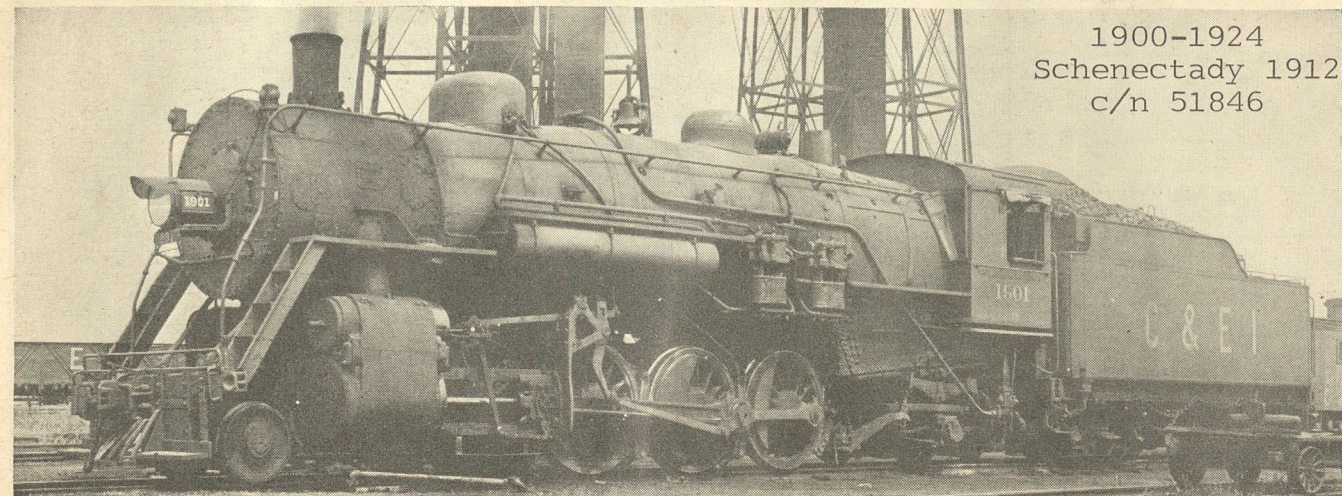
Note the round and triangle tables



1925-1939

c/n 59503

Schenectady 1918



1900-1924
Schenectady 1912
c/n 51846

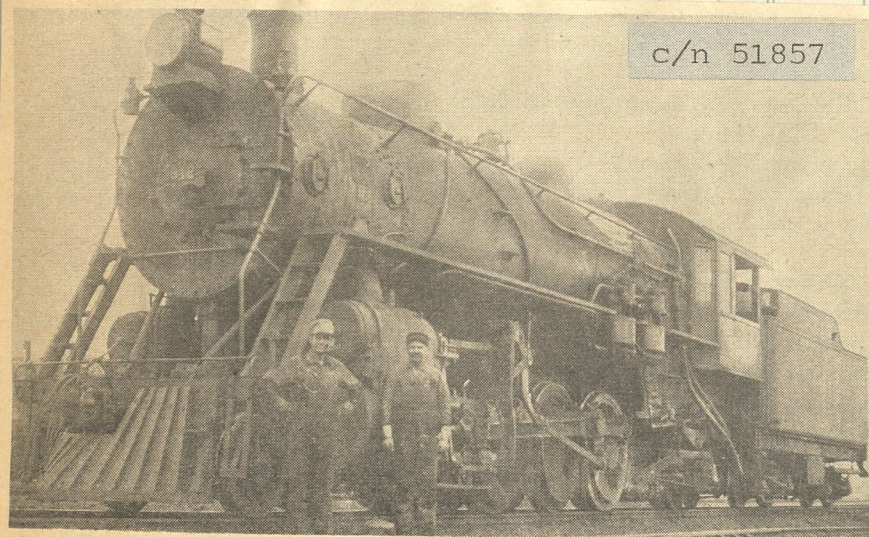
J. B. Allen

WORKS AT YARD CENTER, ILLINOIS
Locomotive 1901 of the Chicago & Eastern Illinois is used in classification work at the important Chicago Yard. Drivers, 63 inches; cylinders, 28 by 30 inches; boiler pressure, 175 pounds; tractive effort, 55,600 pounds; weight, 300,000 pounds.

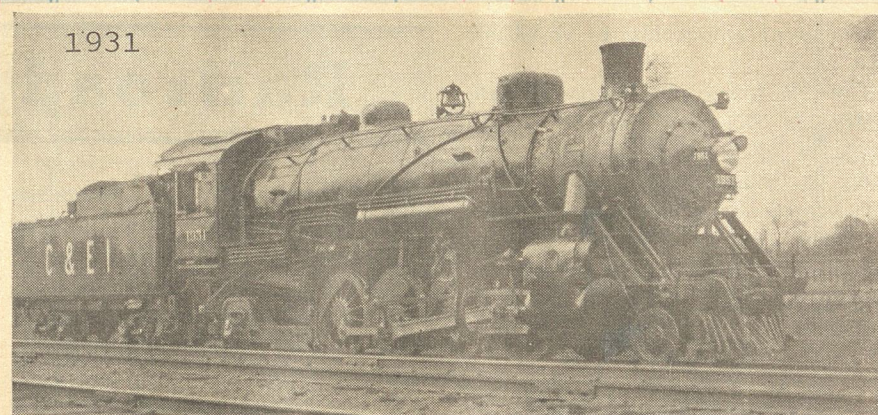


The 1930 with eighty cars north of Terre Haute

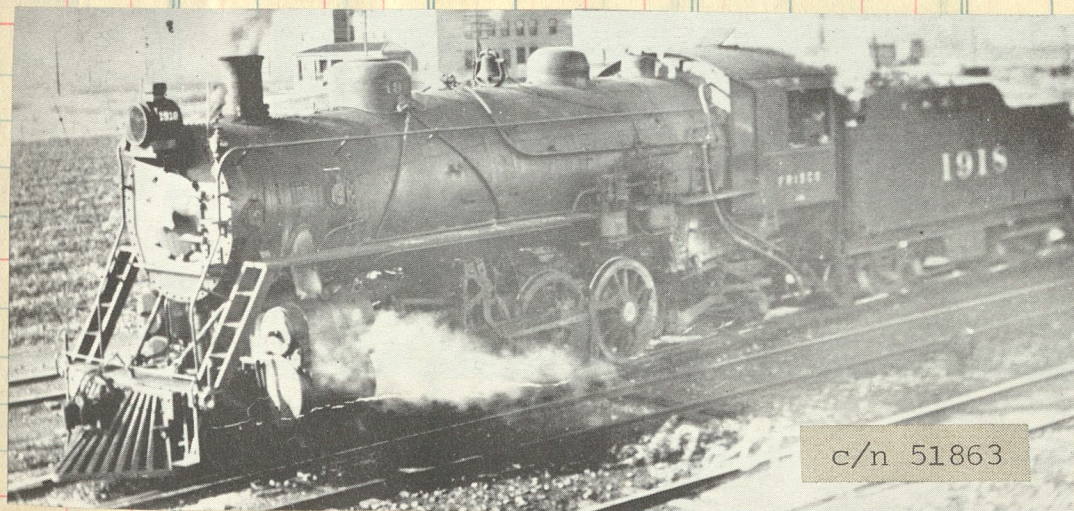
R. H. Kennedy, Jr., photograph



LOCOMOTIVE 1912 OF CHICAGO & EASTERN ILLINOIS



1931



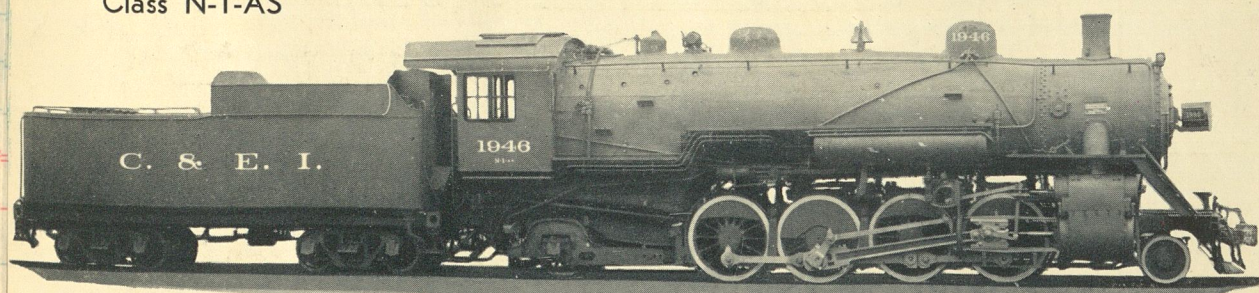
c/n 51863



C. & E. I. ENGINE 1935 WITH SOLID TRAIN OF OIL
Photo was taken 32 miles south of Chicago at NE Tower as operator was about to "hoop" orders to the crew.



Class N-1-AS



1940-1949

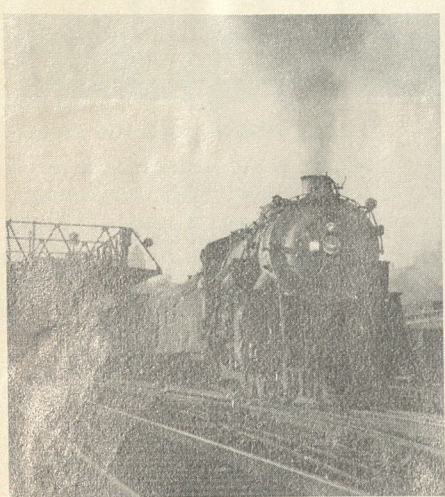
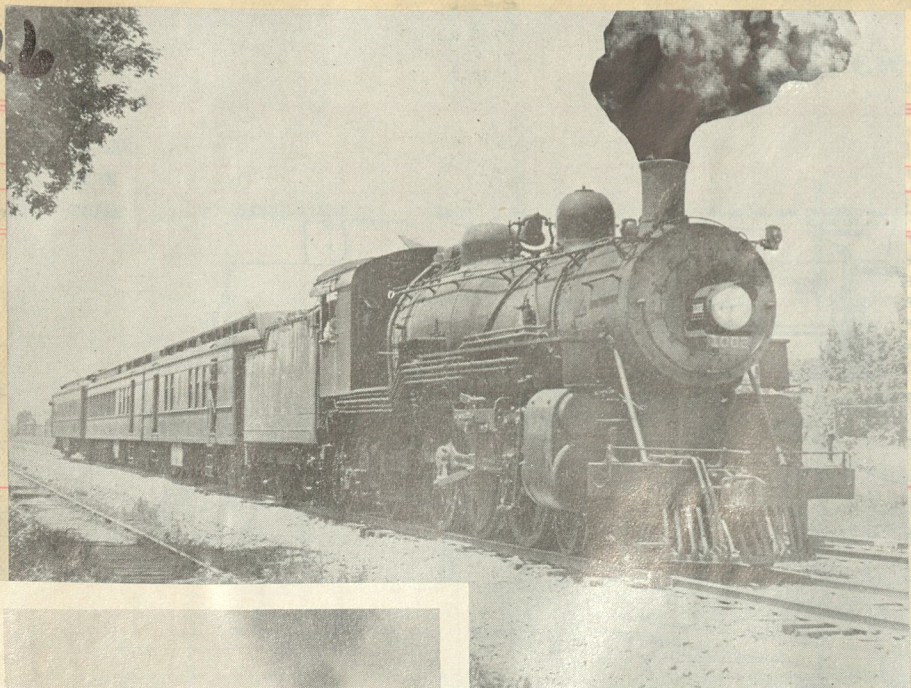
c/n 63574

Brooks 1922



26

The ZIPPER near Granite City



Bob Borcherting.
C&E 4-6-2 departs from Dearborn Station.

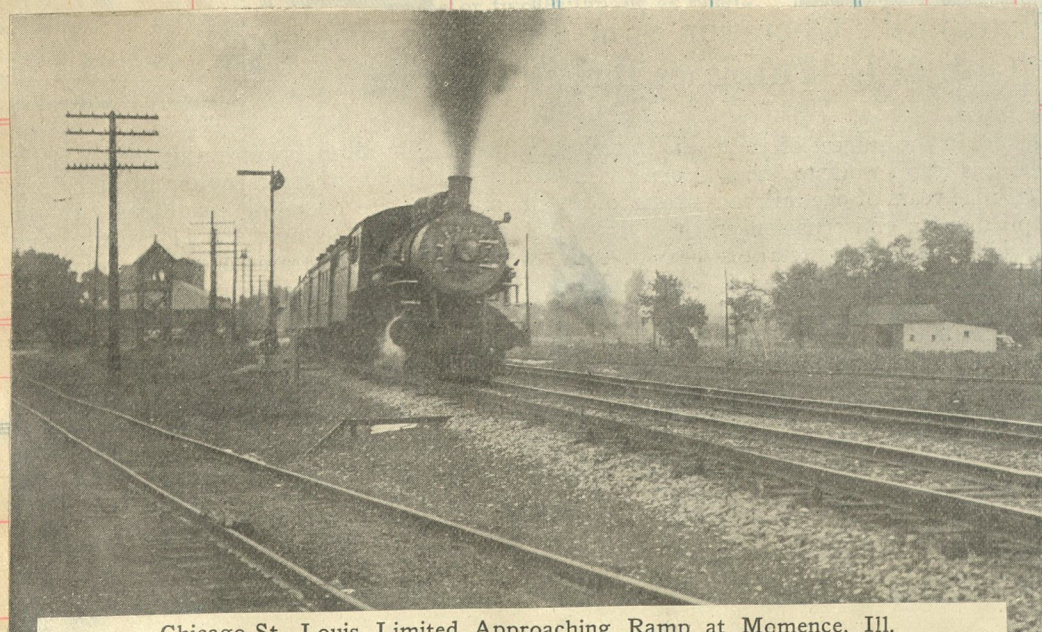


#1020



DIXIE LIMITED

#93 charging past Lincoln Fields, Ill



Chicago-St. Louis Limited Approaching Ramp at Momence, Ill.

Clos. No. Sold Amt

Dixie Route Trains Serve All Florida

- DIXIE FLAGLER
- DIXIELAND
- DIXIE LIMITED
- DIXIE FLYER



EQUIPMENT SOUTHBOUND

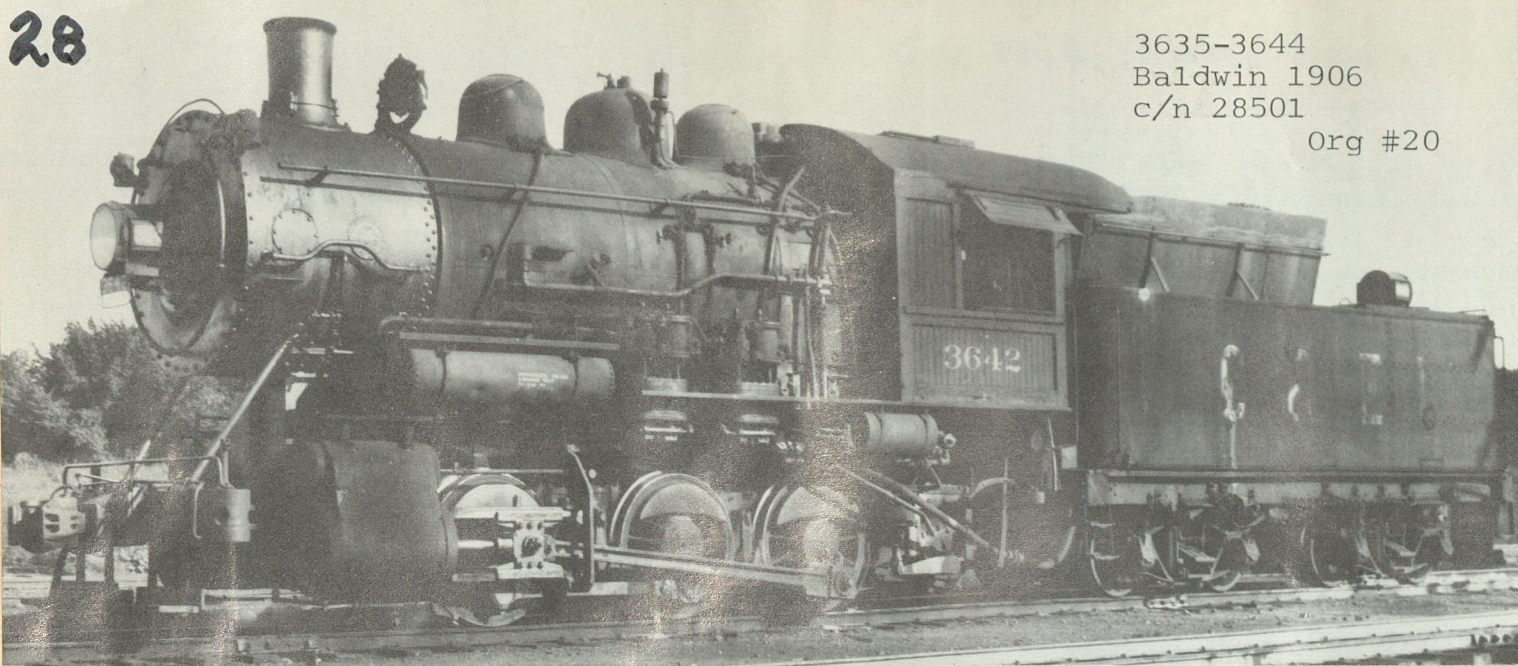
NO. 87—DIXIELAND

Every third day—all coach seats reserved
See Page 6 for dates of operation.

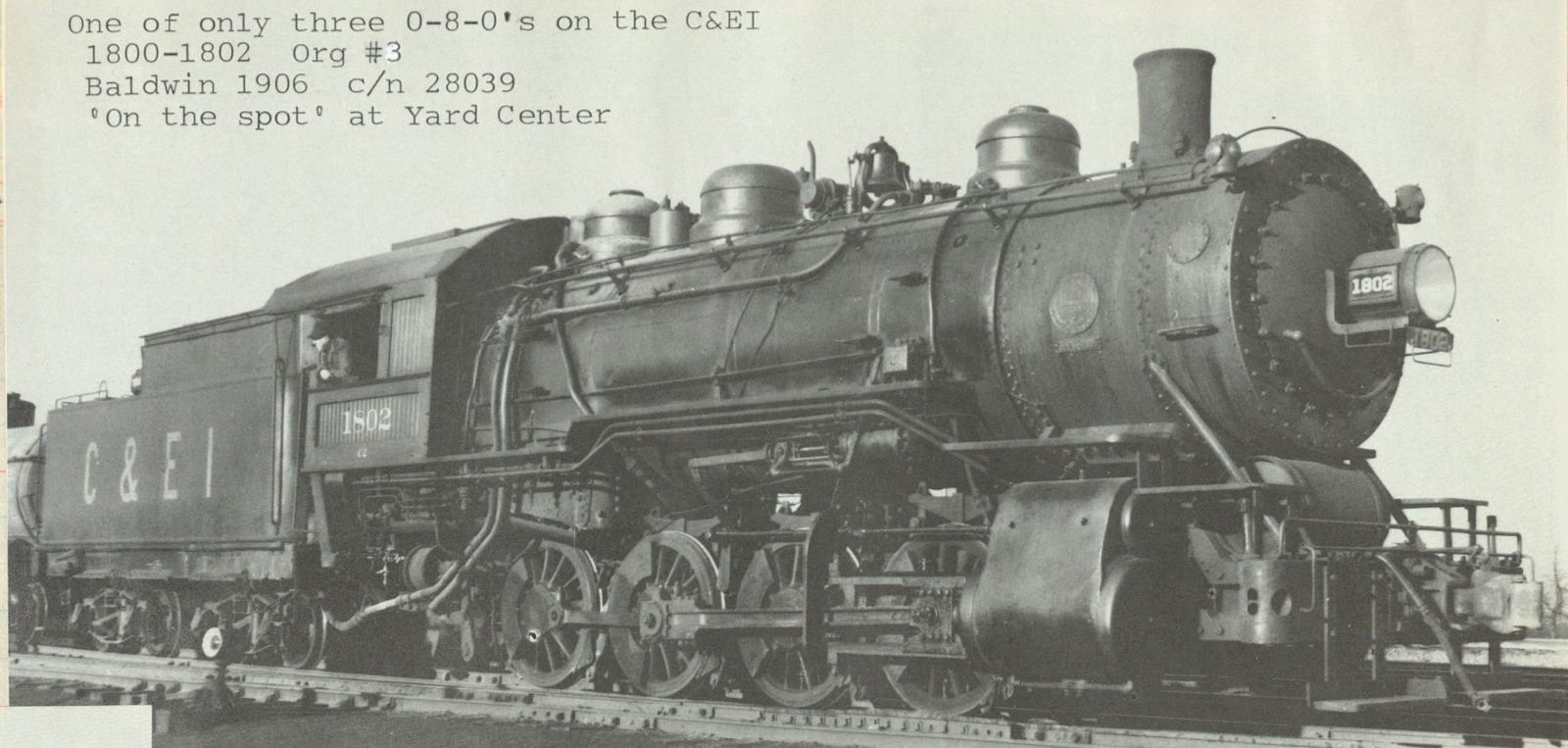
Sleeping Cars:			
3 Comp. 2 DR. Obsv.	Car No. D-100	Chicago to Miami.	
6 Comp. 3 DR.	Car No. D-101	Chicago to Miami.	
8 Sec. 5 Dbl. BR.	Car No. D-102	Chicago to Miami.	
12 Sec. 1 DR.	Car No. D-103	Chicago to Jacksonville.	
6 Comp. 3 DR.	Car No. D-104	Chicago to Miami.	
8 Sec. 5 Dbl. BR.	Car No. D-105	Chicago to Miami.	
8 Sec. 2 Comp. 1 DR.	Car No. D-106	Chicago to Miami.	
Dining Car	Chicago to Jacksonville (NC&St.L.)—Jacksonville to Miami (FEC).		
Reclining Seats	Car No. D-8	Chicago to Miami.	
Reclining Seats	Car No. D-9	Chicago to Miami.	

Train #87, the Dixieland, hurries southward near Carlisle, Ind. with a cargo of chilled Chicagoians seeking relief in sunny Florida. [We have to feel concern for the poor company photographer who stood out in the freezing cold to make this shot for posterity.]

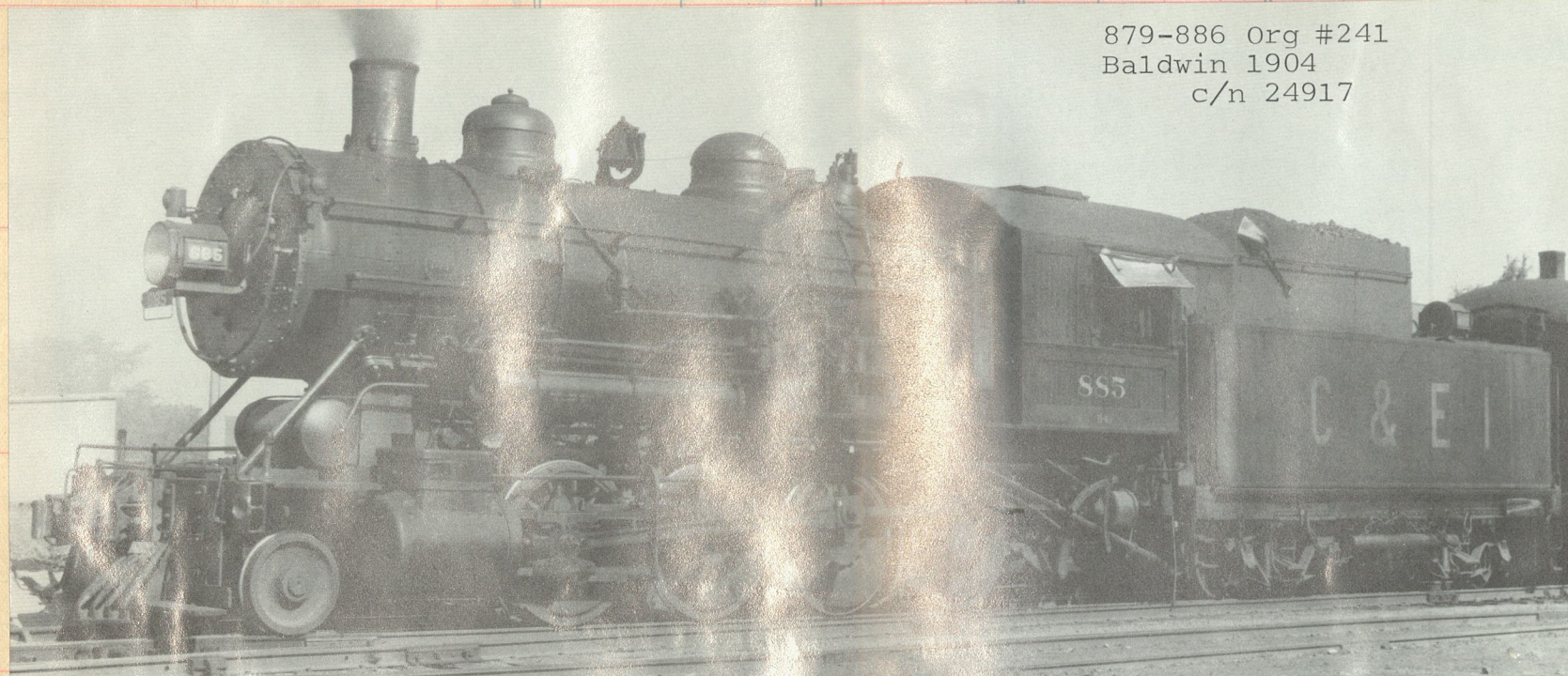




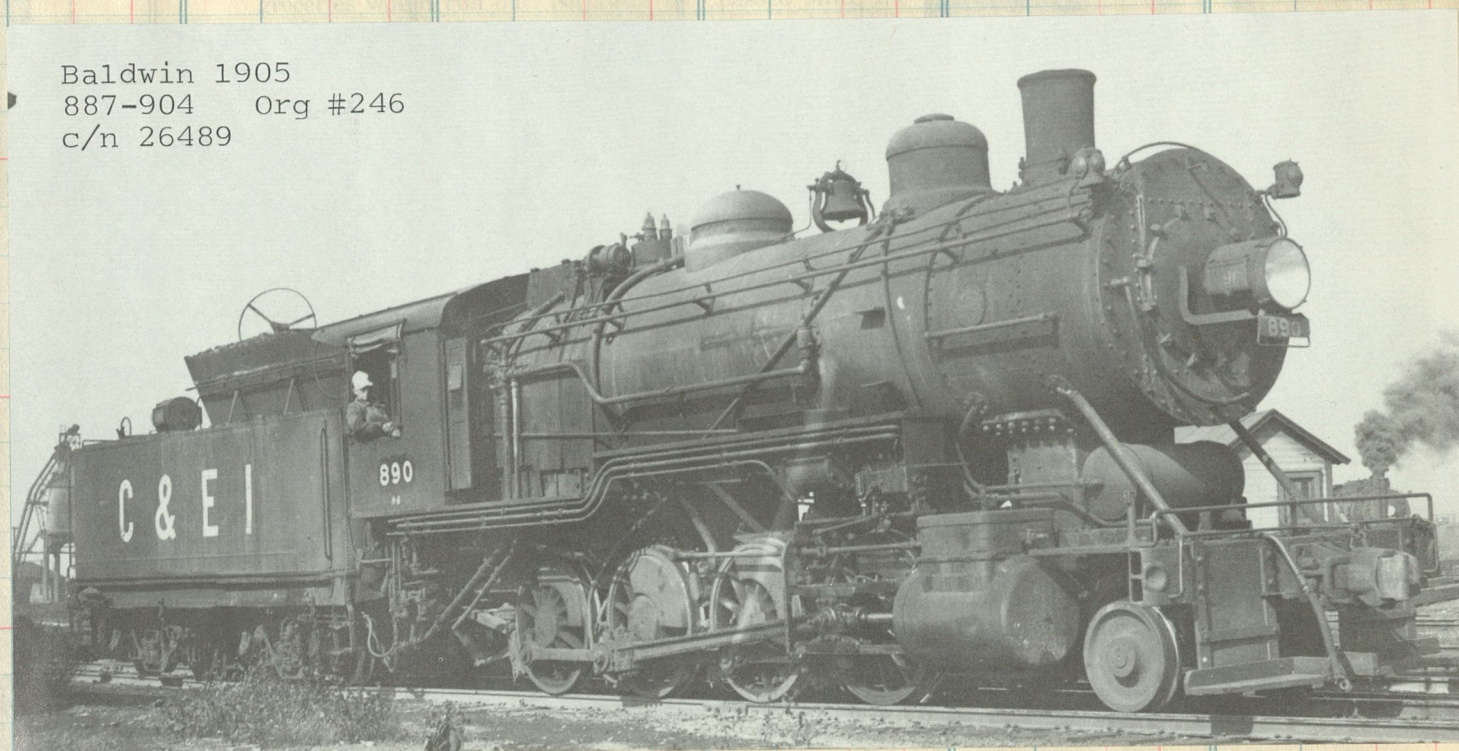
3635-3644
Baldwin 1906
c/n 28501
Org #20



One of only three 0-8-0's on the C&EI
1800-1802 Org #3
Baldwin 1906 c/n 28039
'On the spot' at Yard Center



879-886 Org #241
Baldwin 1904
c/n 24917



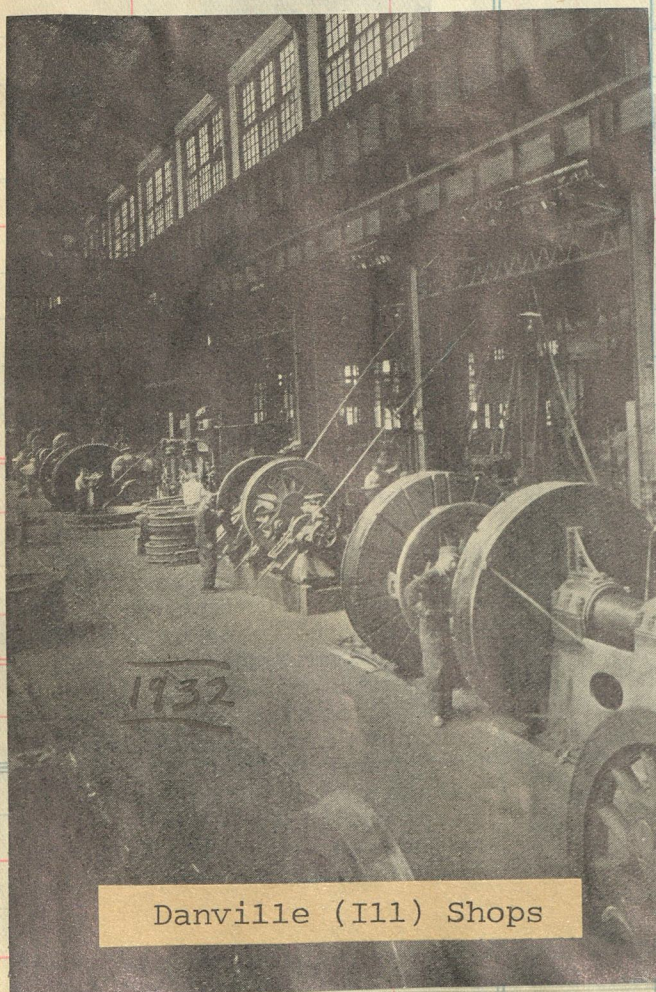
Baldwin 1905
887-904 Org #246
c/n 26489



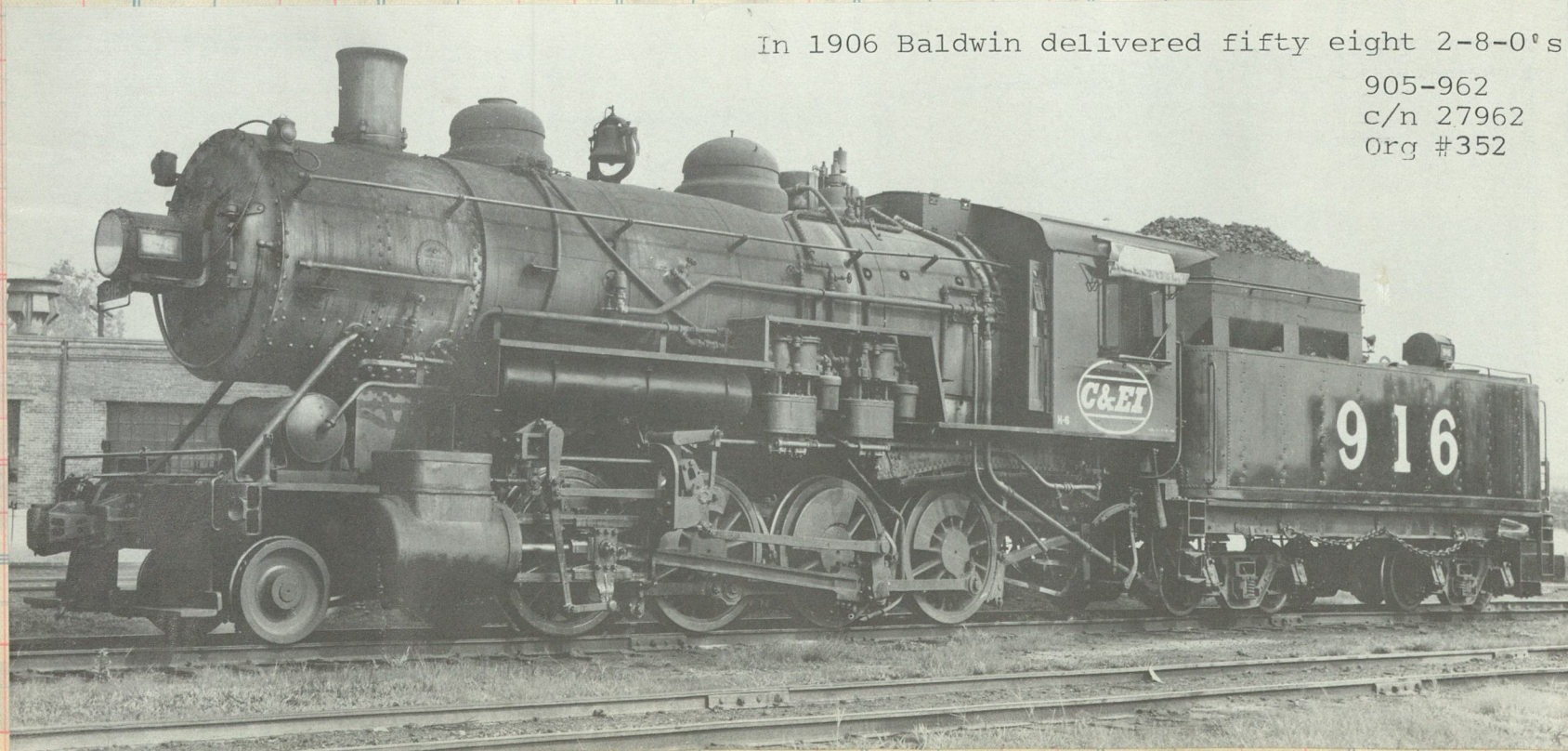
4000-4299
B1t 1928



Org #342 c/n 29035

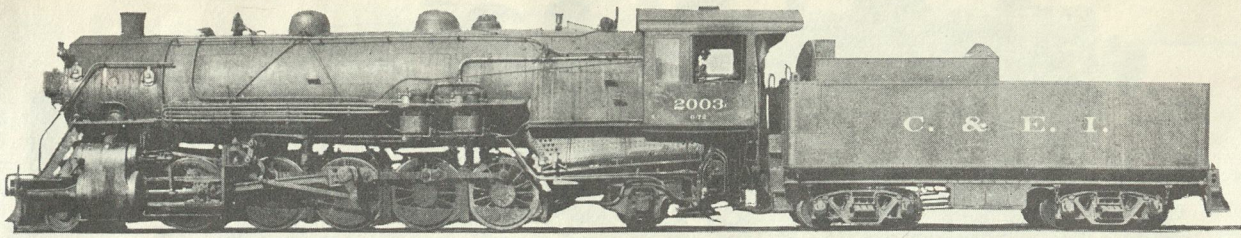


Danville (Ill) Shops



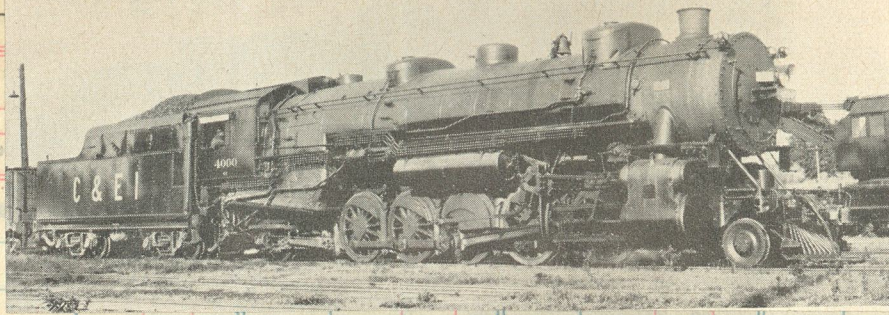
In 1906 Baldwin delivered fifty eight 2-8-0's
905-962
c/n 27962
Org #352

Clos. No. Sold Amount



SANTA FE TYPE FREIGHT LOCOMOTIVE
2000-2006 c/n 48284 Baldwin 1918

#4000, ex Wabash #2512

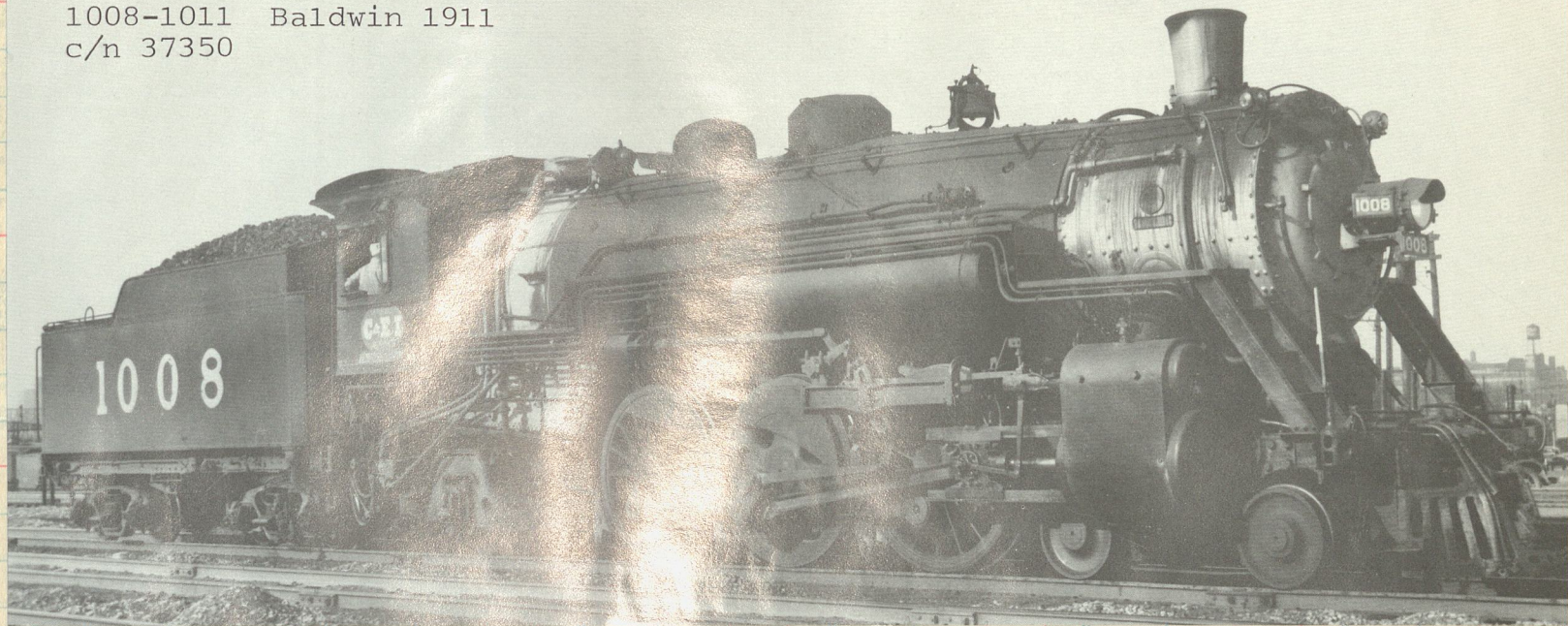


CUT HERE
To Make
Short Sheet

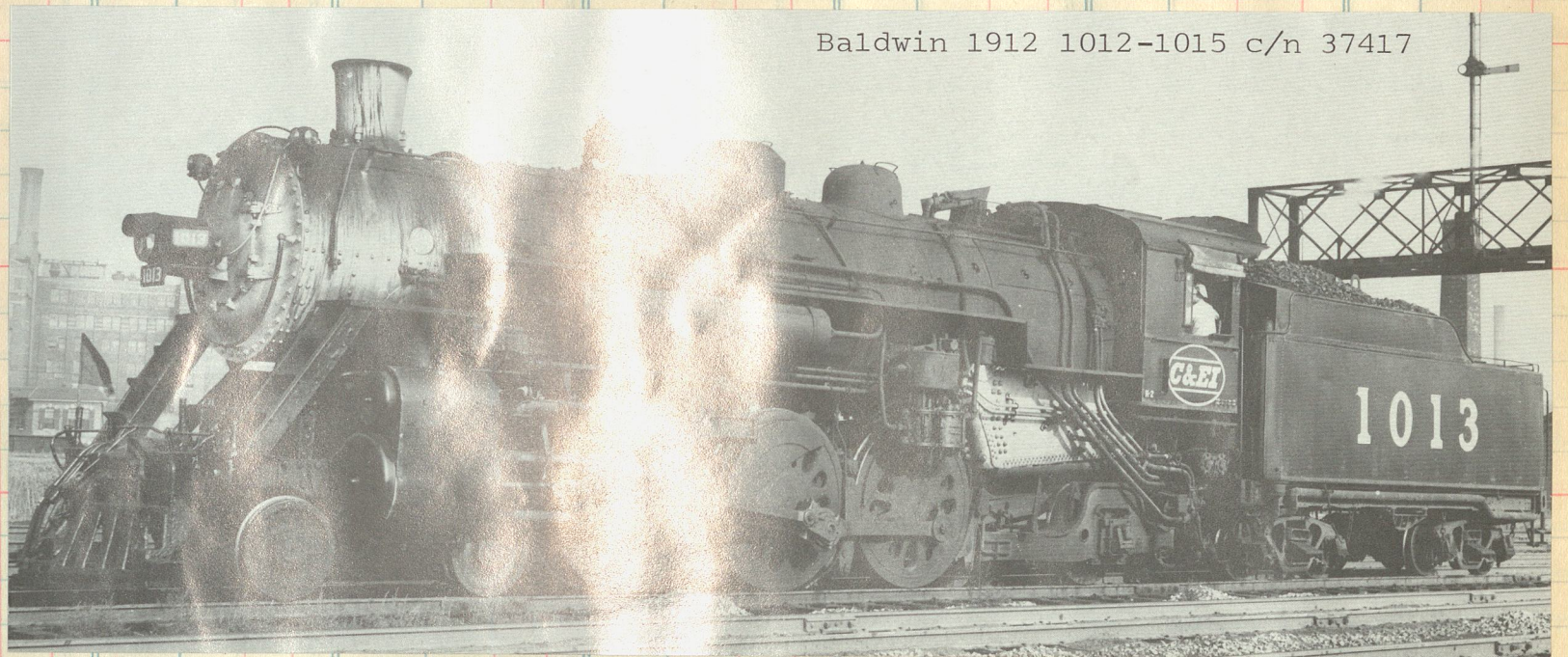


The 'Zipper' swinging out of Chicago

1008-1011 Baldwin 1911
c/n 37350



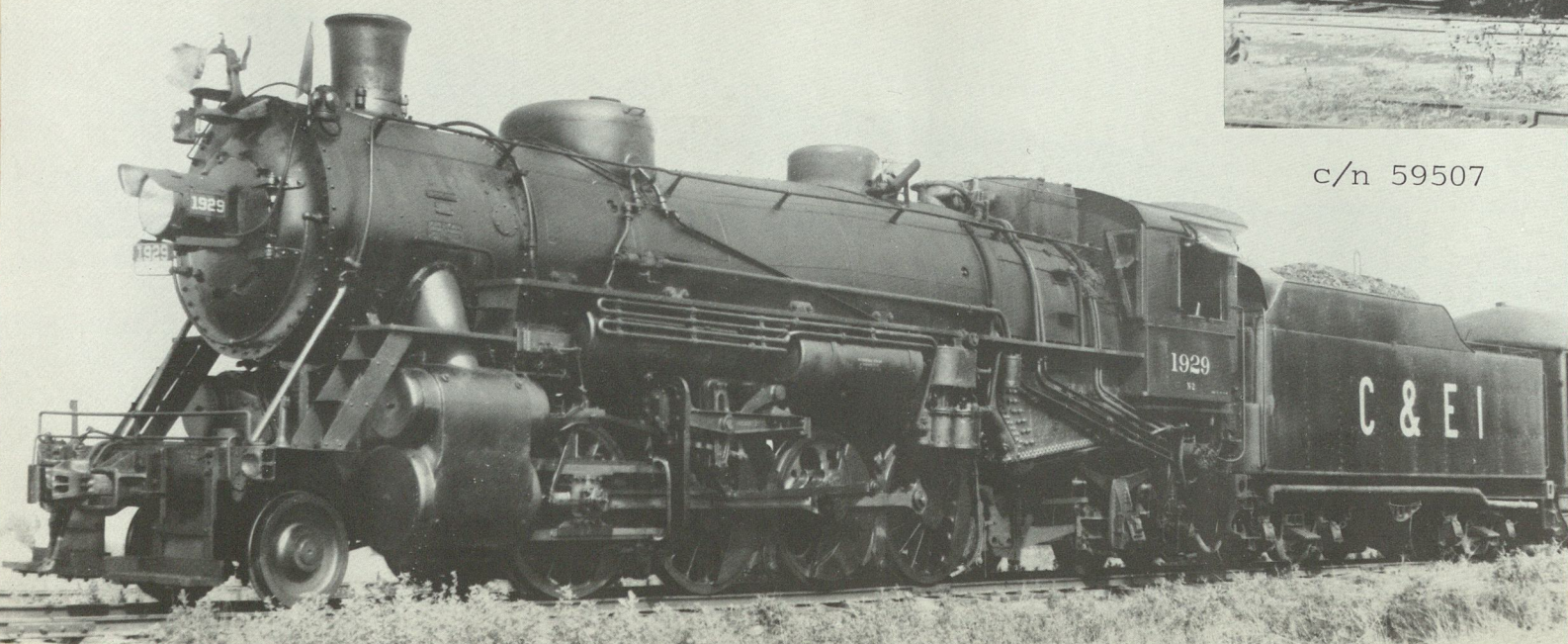
Baldwin 1912 1012-1015 c/n 37417



Fifteen USRA Mikes were received from Schenectady
in 1918 noed 1925-1939.



c/n 59507



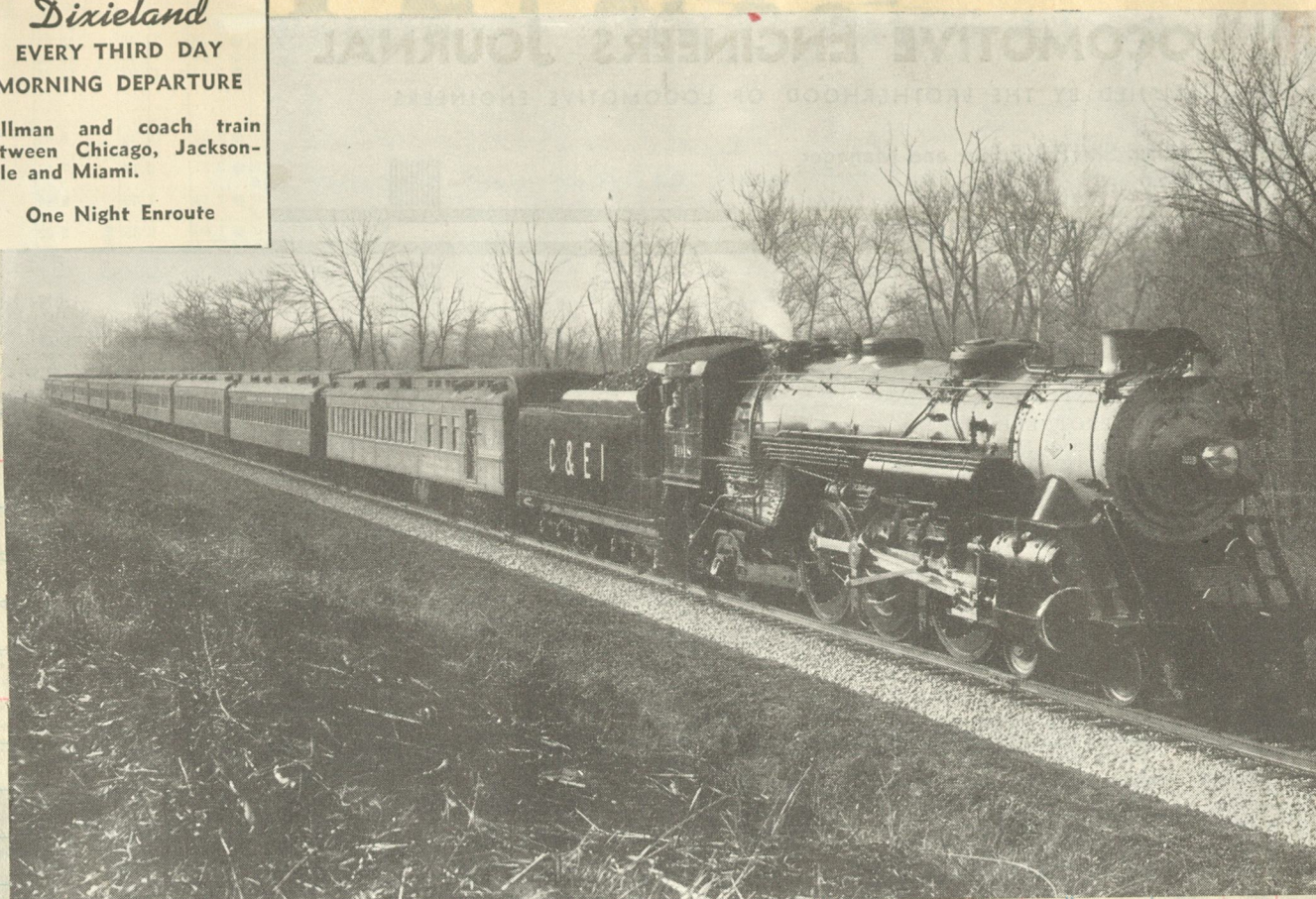
Total
Add Error
Deduct
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

SELLER
DATE
FORM

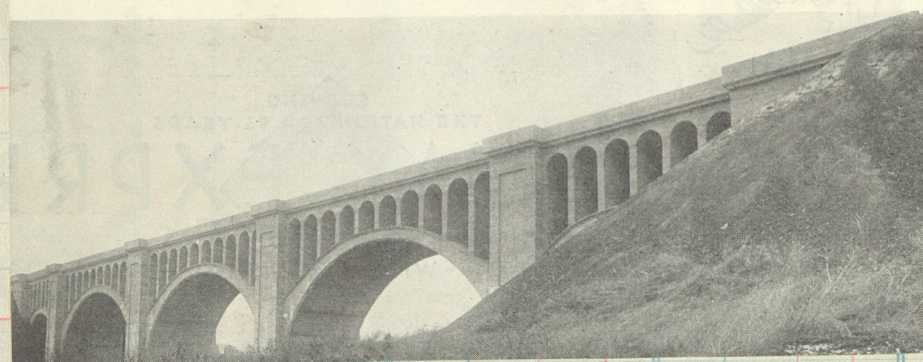


Extra 1934 at Salem

Dixieland
EVERY THIRD DAY
MORNING DEPARTURE
Pullman and coach train
between Chicago, Jackson-
ville and Miami.
One Night Enroute



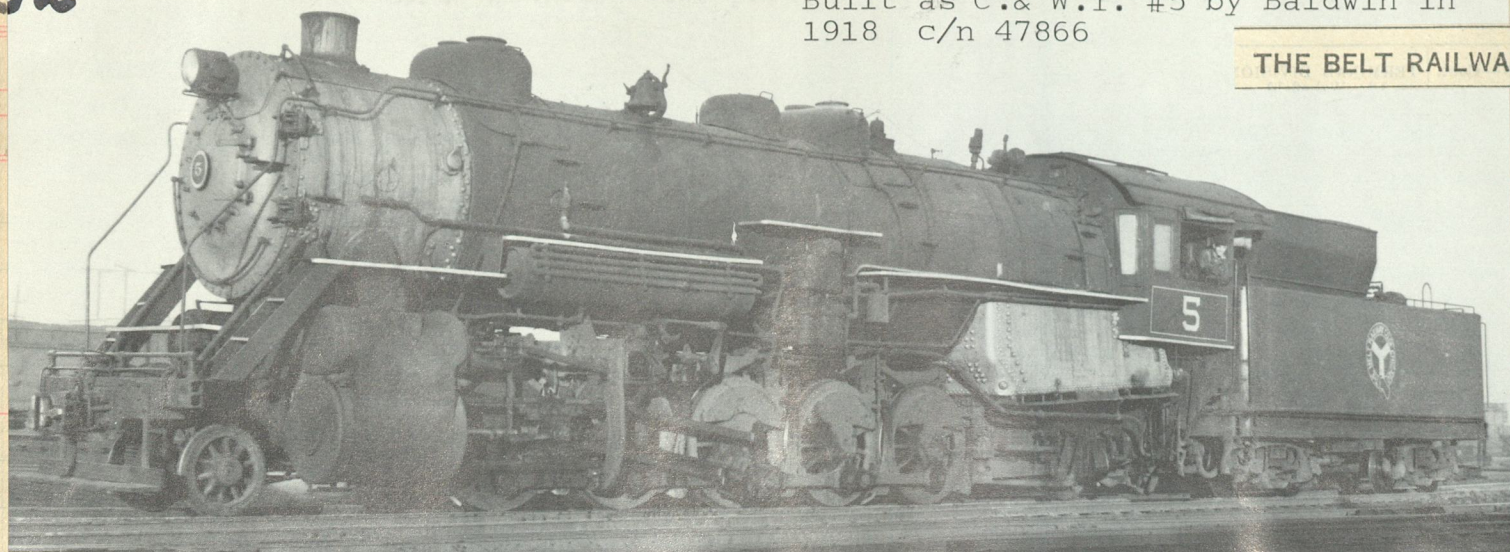
Below—Double-Track Okaw River Viaduct



NO. 93—DIXIE LIMITED—DAILY
Sleeping Cars:
10 Sec.—Observation..... Car No. 930 Chicago to Atlanta.
10 Sec.—1 Comp. 1 DR..... Car No. 931 Chicago to Atlanta.
10 Sec.—Lounge..... Car No. 933 Chicago to New Orleans.
8 Sec.—2 Comp. 1 DR..... Car No. 932 Chicago to Ft. Myers.
Dining Car..... Chicago to Evansville. (C&ET)
Coaches..... Chattanooga to Jacksonville. (NC&St.L.)
Chicago to Atlanta—Chicago to Jacksonville.

The 1021 races thru Hoopston, Ill. with Trn #93

Built as C. & W.I. #5 by Baldwin in 1918 c/n 47866



THE BELT RAILWAY COMPANY OF CHICAGO.



vast Clearing Yard, serving 3 belt railways and the 12 line-haul railways which own it. Look the other way and the huge classification yard fans out like this. Clearing's insatiable appetite for tonnage is fed by both east and west humps, controlled by electric retarders. Normal daily movement covers 5000 cars but over 6000 have been handled in rush times.

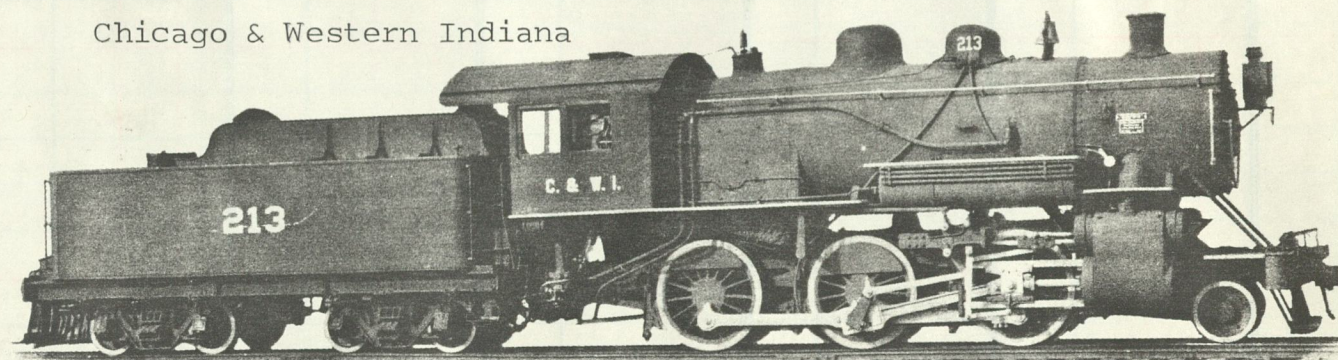
Ordered by the C. & W.I. from Baldwin in 1926, nos 129-133. c/n 59688



Baldwin 1925 c/n 58378



Chicago & Western Indiana



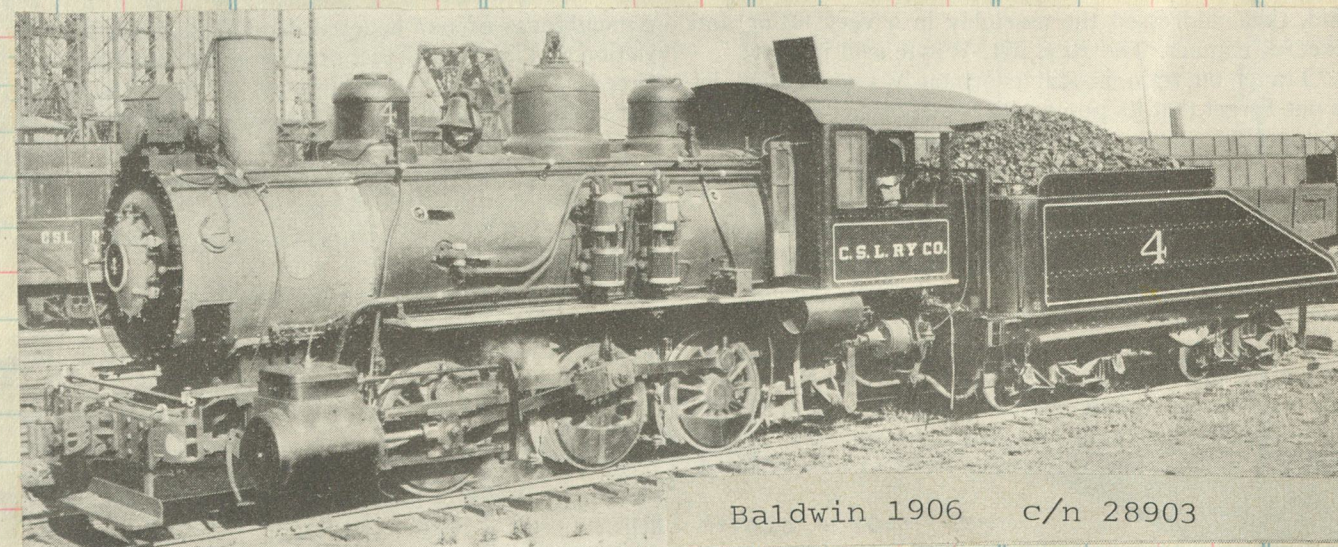
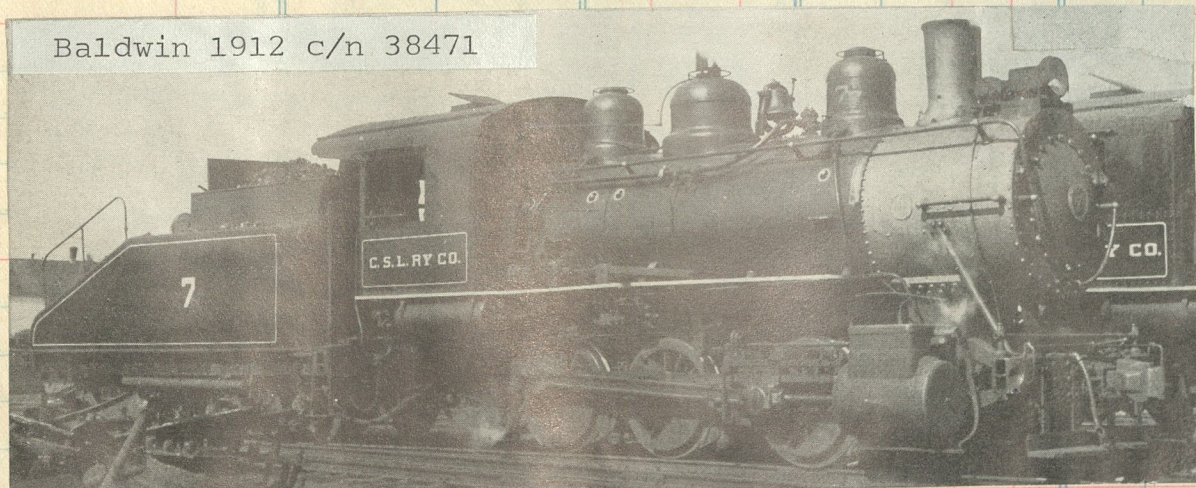
213-216

c/n 1329

LIMA 1914

CHICAGO SHORT LINE RAILWAY COMPANY.

Baldwin 1912 c/n 38471

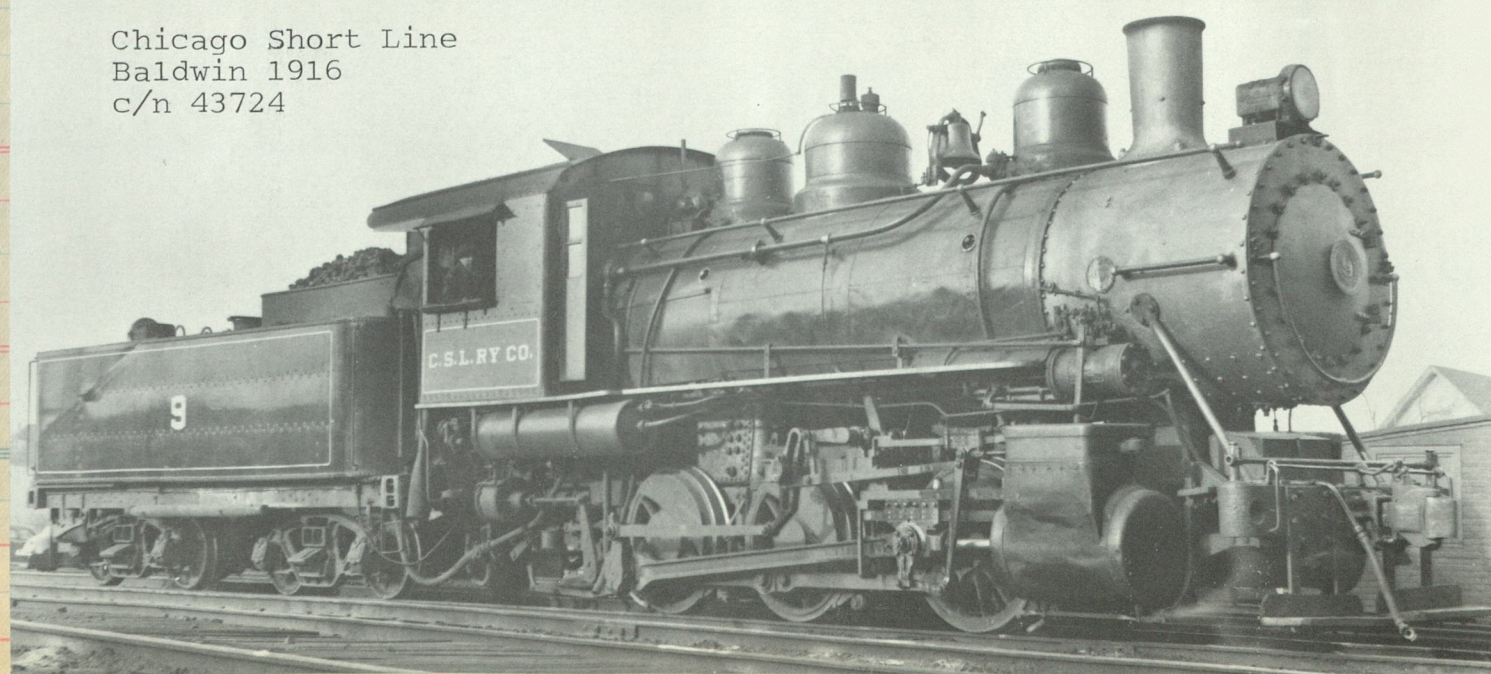


Baldwin 1906 c/n 28903

Chicago Short Line Baldwin 1914 c/n 41075



Chicago Short Line Baldwin 1916 c/n 43724

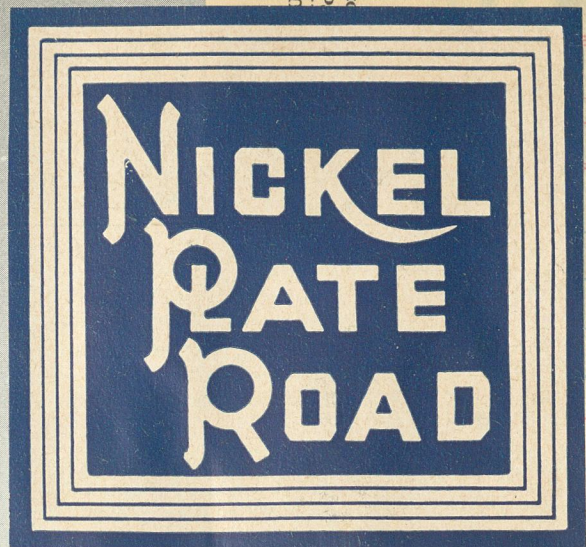


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to Make
Sheet

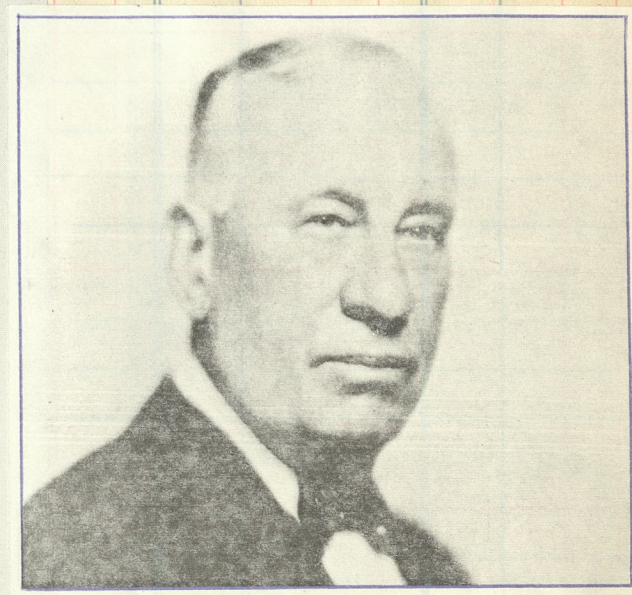


NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY



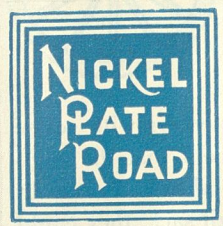
An outstanding feature of the S engines was their ability to accelerate rapidly with heavy tonnage. The 707, one of the initial 2-8-4's, demonstrates just how it was done
700-714 c/n 68653 Schen 1934



Walter L. Ross, president of Nickel Plate 1927-1933, went after long-haul passenger business and produced sharp increases in passenger and freight revenues. He began railroading on the Wabash in 1887, spent almost 30 years with Clover Leaf and Nickel Plate.

The introduction of the Berkshires only advanced the NKP's reputation as a leader in fast freight service. Wheeling tonnage at passenger train speeds was a Nickel Plate symbol and the fleet of 2-8-4's established a record of serviceability that was without equal in locomotive performance.

The Nickel Plate in 1927 operated 1,694 miles with 502 engines, 21,812 frt and 167 passenger cars.

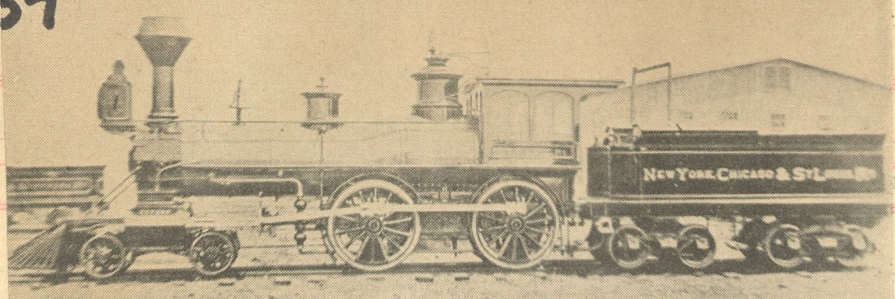


EASTBOUND.	
NICKEL PLATE LIMITED.	
Train No 8-Daily.	
(Via Nickel Plate-Lackawanna.)	
Central time.	EQUIPMENT.
Lvs. Chicago— (La Salle St. Sta.) 9:40 A.M.	Sleeping Cars—Chicago to New York—8 Section Sun Parlor Observation Lounge
Lvs. Englewood (63d St.) 9:53 A.M.	Cleveland to New York—10 Section, Drawing-room, 2 Compartment.
Lvs. Fort Wayne.....12:49 P.M.	Buffalo to Binghamton—12 Section, Drawing-room in D. L. & W. No. 8 leaving Buffalo 3:30 a.m., arrives Binghamton 8:30 a.m. (open Buffalo 9:30 p.m.)
Eastern time.	Parlor Car..Elmira to New York, daily, except Sunday.
Lvs. Mortimer (Findlay).....1:18 P.M.	Dining Car Service.
Lvs. Fostoria.....3:37 P.M.	Coches—DE LUXE..Chicago to
Lvs. Lorain.....5:04 P.M.	Buffalo and Chicago to New York (Ladies' Lounge).
Lvs. Rocky River (Lakewood).....5:23 P.M.	
Arr. Cleveland.....5:51 P.M.	
(Union Terminal)	
Lvs. Cleveland.....6:01 P.M.	
Lvs. E. Cleveland (Superior Av.).....6:17 P.M.	
Lvs. Erie.....8:07 P.M.	
Arr. Buffalo (Lack. Term.).....10:05 P.M.	
(Lackawanna No. 8)	
Arr. Scranton.....4:05 A.M.	
Arr. Newark.....7:30 A.M.	
Arr. New York.....8:12 A.M.	

A comfortable and relaxing means of making the journey between Chicago and New York was via the NICKEL PLATE LTD, shown here outside Englewood gliding along behind a noble Hudson, the 174.

174-177 c/n 7399 Lima 1929

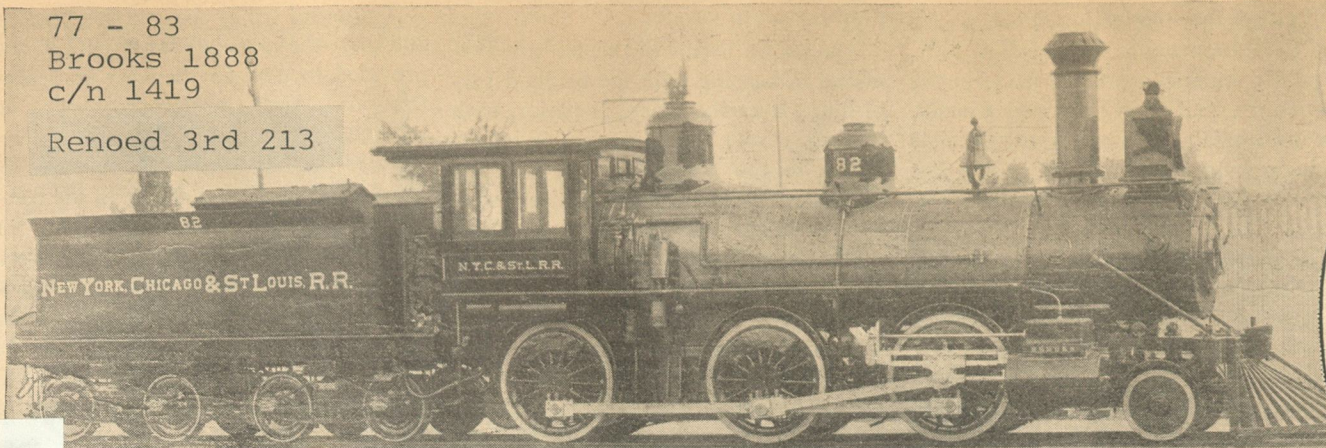
(132)



1 - 5 c/n 537 Brooks 1881

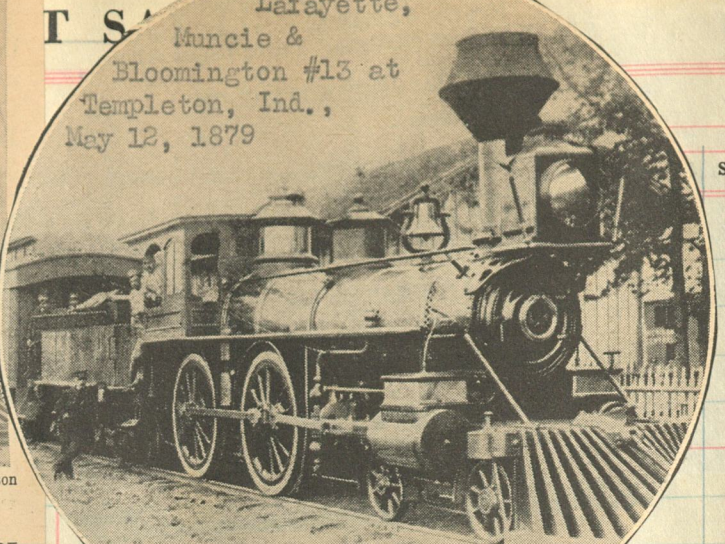
ENGINE 1 OF THE OLD NEW YORK, CHICAGO & ST. LOUIS (NICKEL PLATE) RAILROAD

77 - 83
Brooks 1888
c/n 1419
Renoed 3rd 213



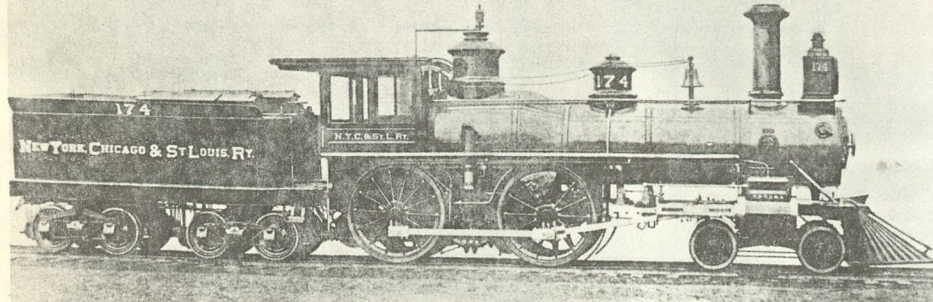
D LOCOMOTIVE 82 BUILT FOR NEW YORK, CHICAGO & ST. LOUIS RAILROAD BY BROOKS LOCOMOTIVE WORKS

T.S. Lafayette,
Muncie &
Bloomington #13 at
Templeton, Ind.,
May 12, 1879

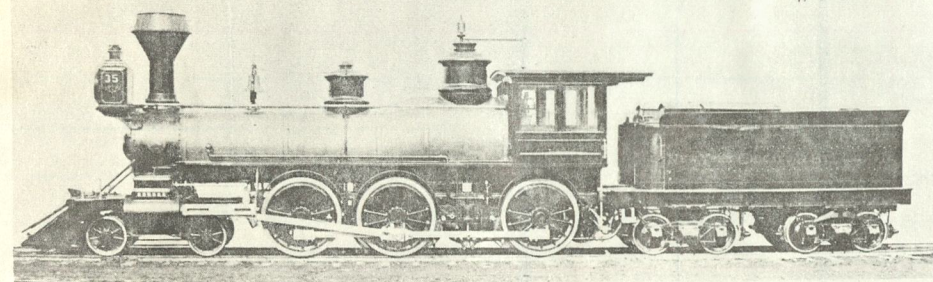


Sold Amount

Brooks 1876 c/n 278

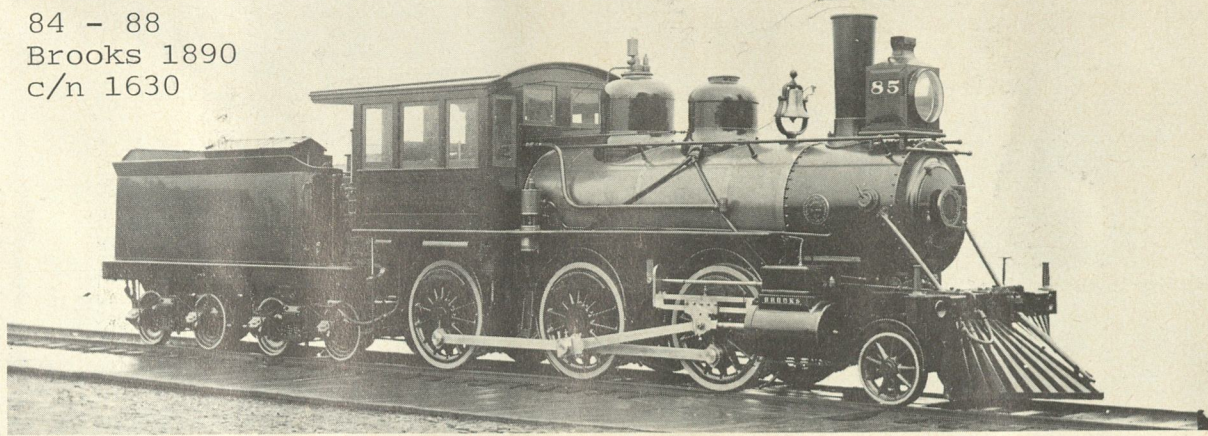


169-175 c/n 773 Brooks 1882

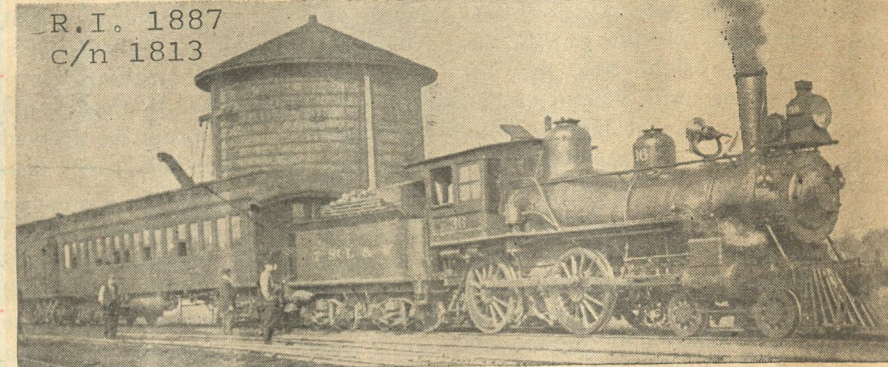


33 - 39 c/n 786 Brooks 1882

84 - 88
Brooks 1890
c/n 1630

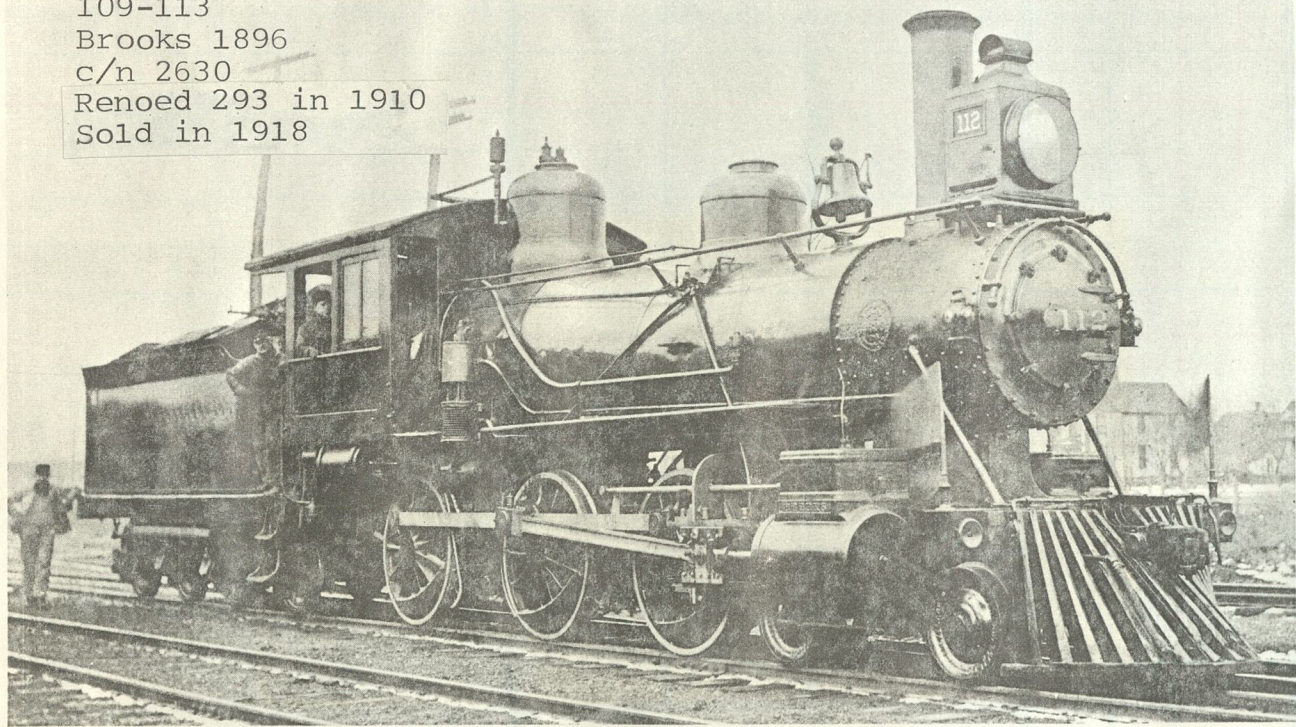


R.I. 1887
c/n 1813

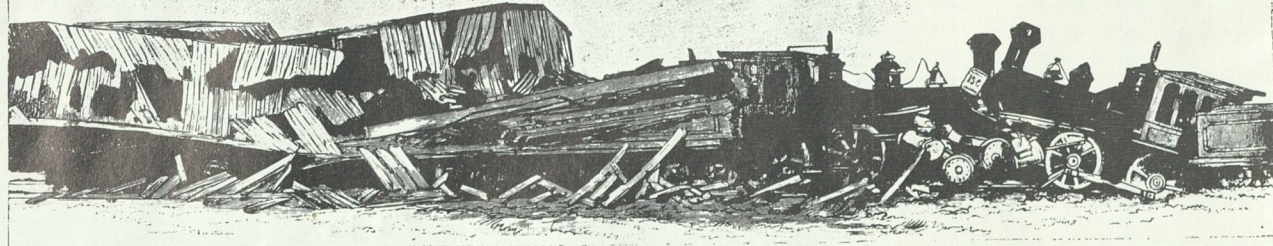
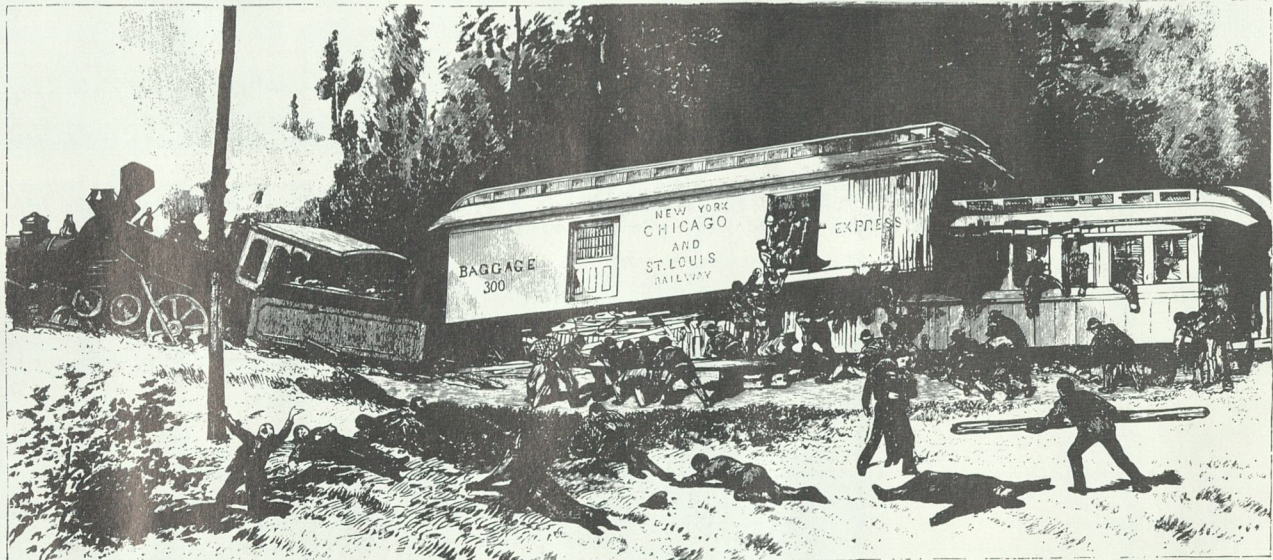


TOLEDO, ST. LOUIS & WESTERN RAILROAD'S ENGINE 36 IN 1914

109-113
Brooks 1896
c/n 2630
Renoed 293 in 1910
Sold in 1918

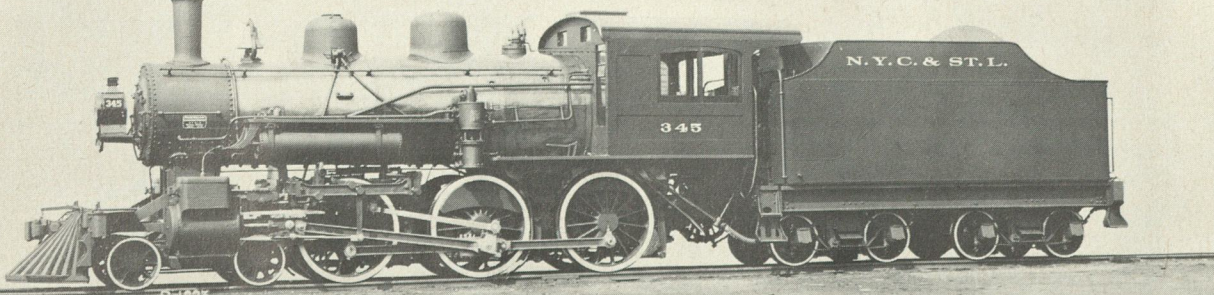
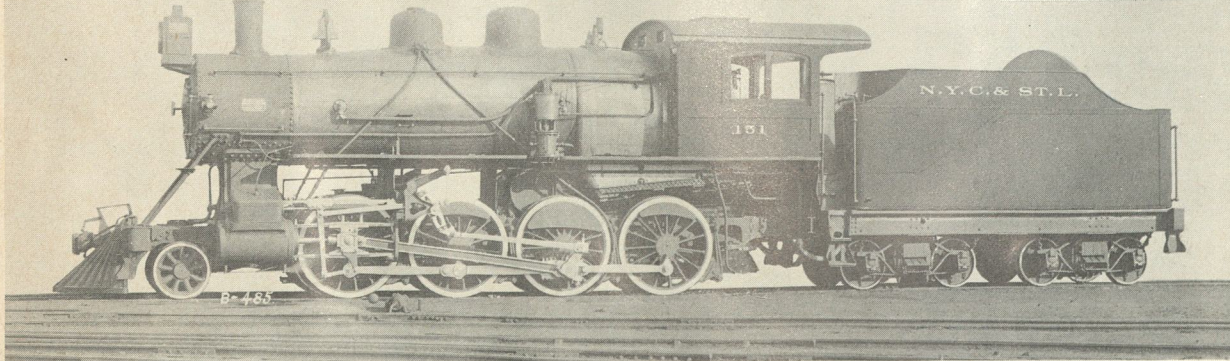


TELESCOPING OF PASSENGER CARS caused great loss of life in 1886 when a Nickel Plate excursion train headed for Niagara Falls rammed a freight near Silver Creek, N.Y. Twenty men were crushed to jelly in the smoking car.



1. EXTRACTING THE DEAD AND WOUNDED. 2. WRECK OF THE LOCOMOTIVES AND FREIGHT TRAIN.
NEW YORK - COLLISION OF AN EXCURSION TRAIN WITH A FREIGHT TRAIN ON THE NEW YORK, CHICAGO AND ST. LOUIS ("NICKEL PLATE") RAILROAD, NEAR SILVER CREEK, ON TUESDAY, THE 14TH INST. - NINETEEN LIVES LOST.
FROM REPORT BY H. LE DANCE GUYARD - SEE PAGE 11.

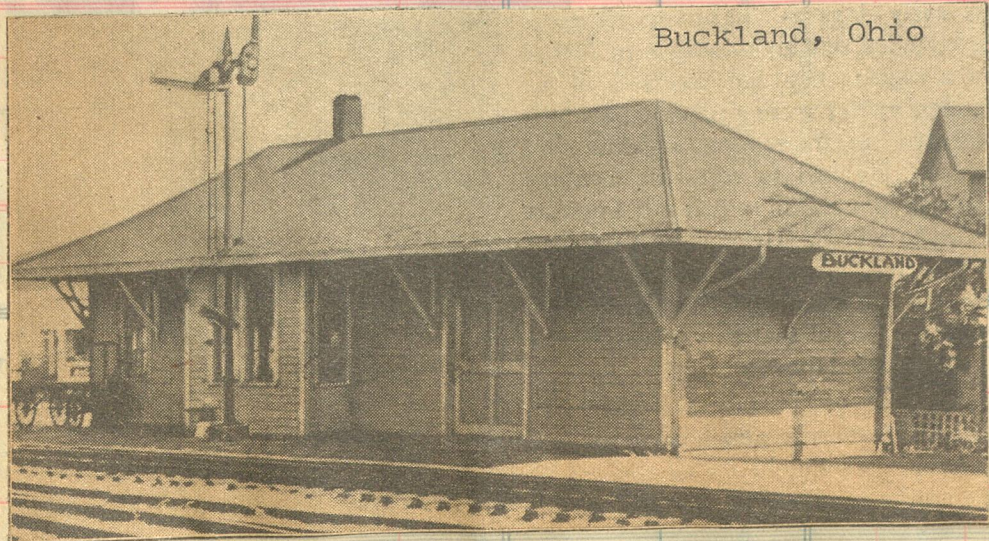
149-158 class N-2 c/n 40793 Brooks 1906
Renoed 432



335-349 class P-2 c/n 47915 Brooks 1910

THE GRAND NARROW GAUGE TRUNK-1883

TC&SL	Toledo, Cincinnati & St. Louis	TT&RG	Toledo, Texas & Rio Grande
T&SL	Texas & St. Louis	TM	Texas-Mexican
SL&C	St. Louis & Cairo	TW	Texas Western
CD&SL	Cleveland, Delphos & St. Louis	K&G	Kansas & Gulf Short Line
HE&WT	Houston, East & West Texas		



Buckland, Ohio

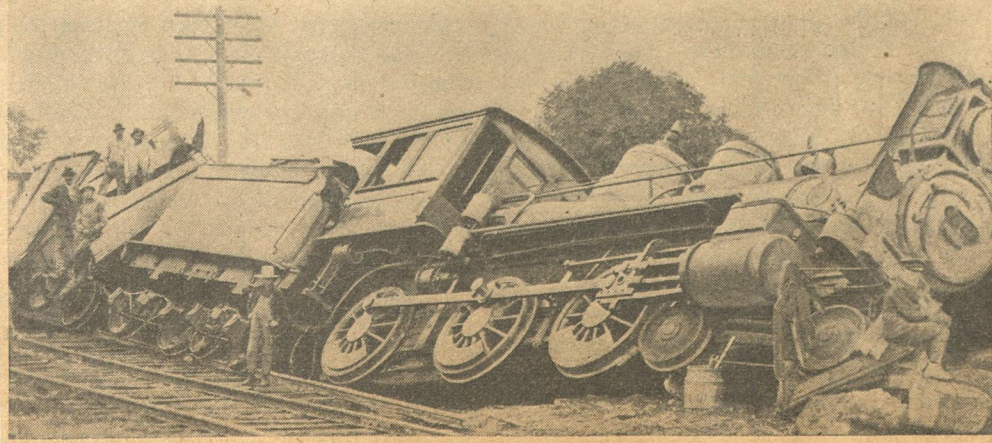
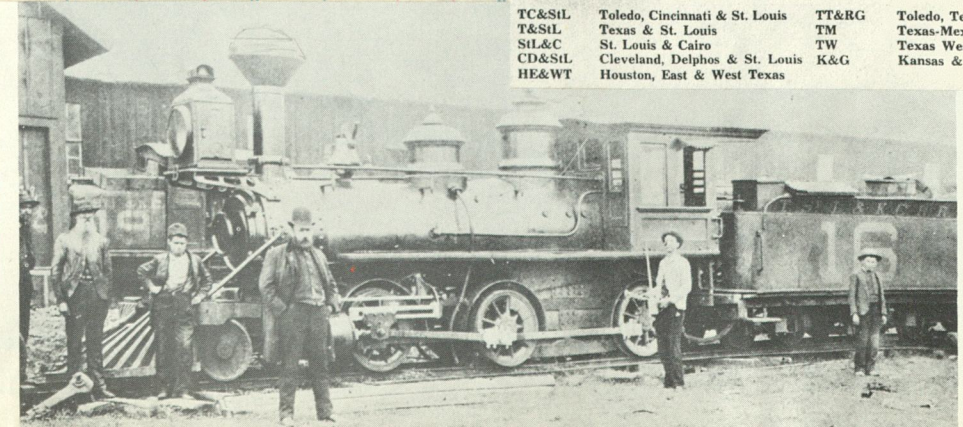
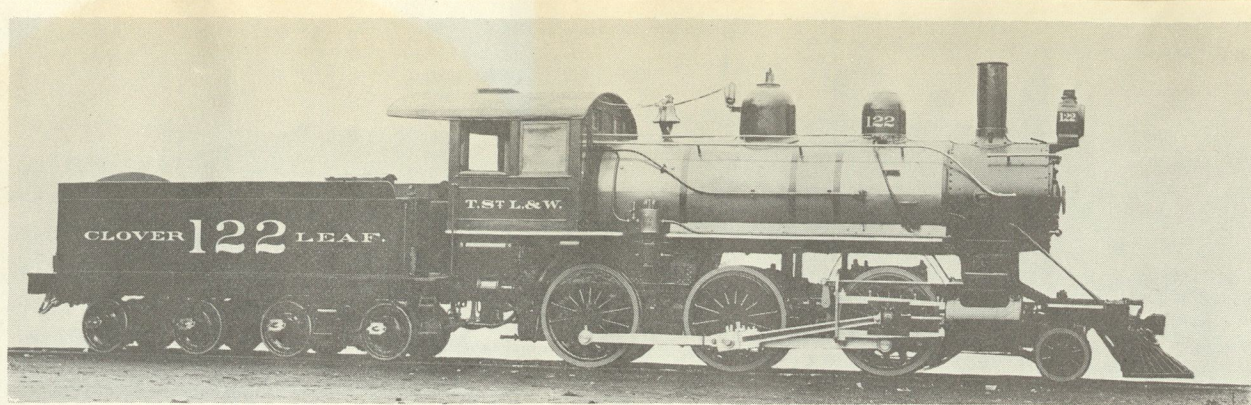


Photo from Paul W. Prescott, 218 Whitney St., Connecticut, O.
NICKEL PLATE train derailed at Amboy, Ohio, about 1900

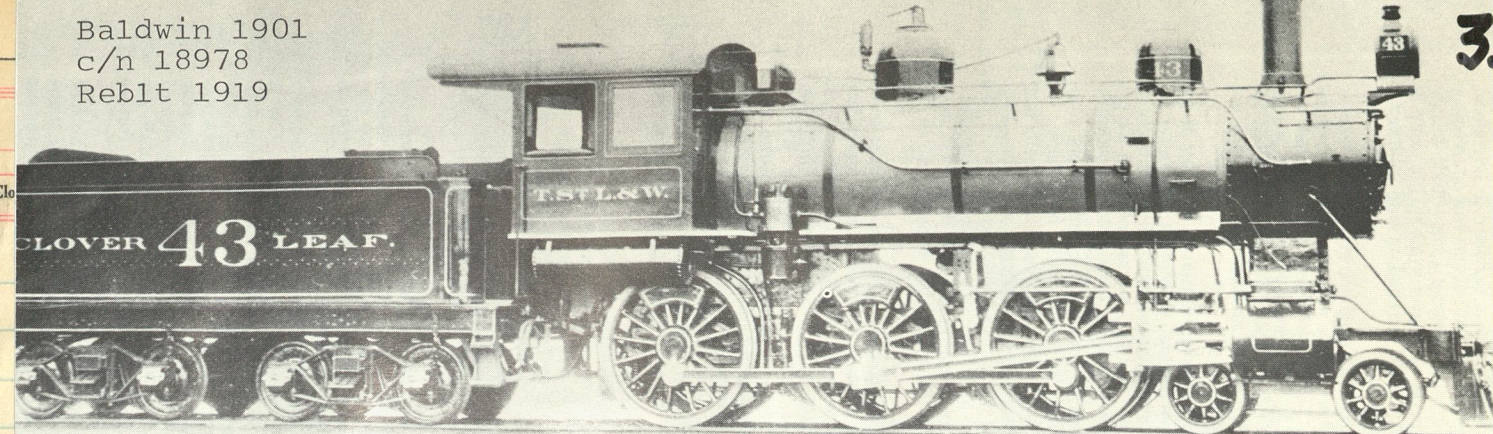


Blt by Hinkley 1883 as T.C. & St. L. #82, 3rd gauge c/n 1599. In 1886 became T.St. L. & K.C. #16, as shown, renoed #104. Reblt as standard gauge 0-6-0 in 1890.

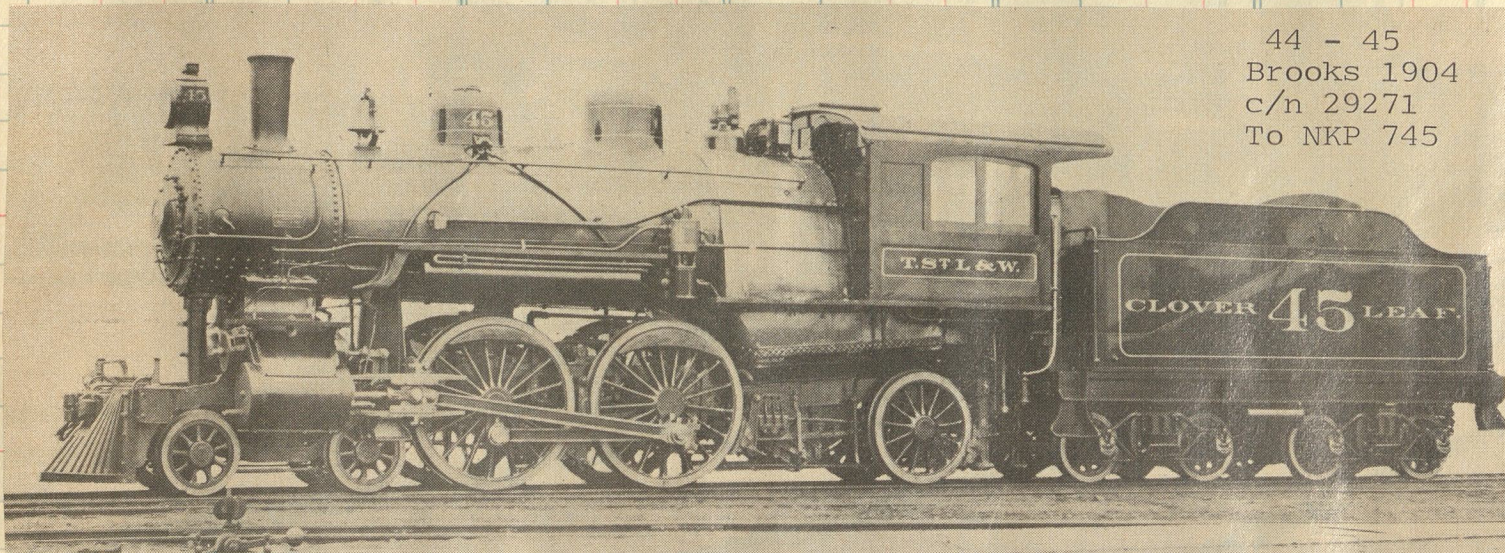
Clos. No. Sold Amount



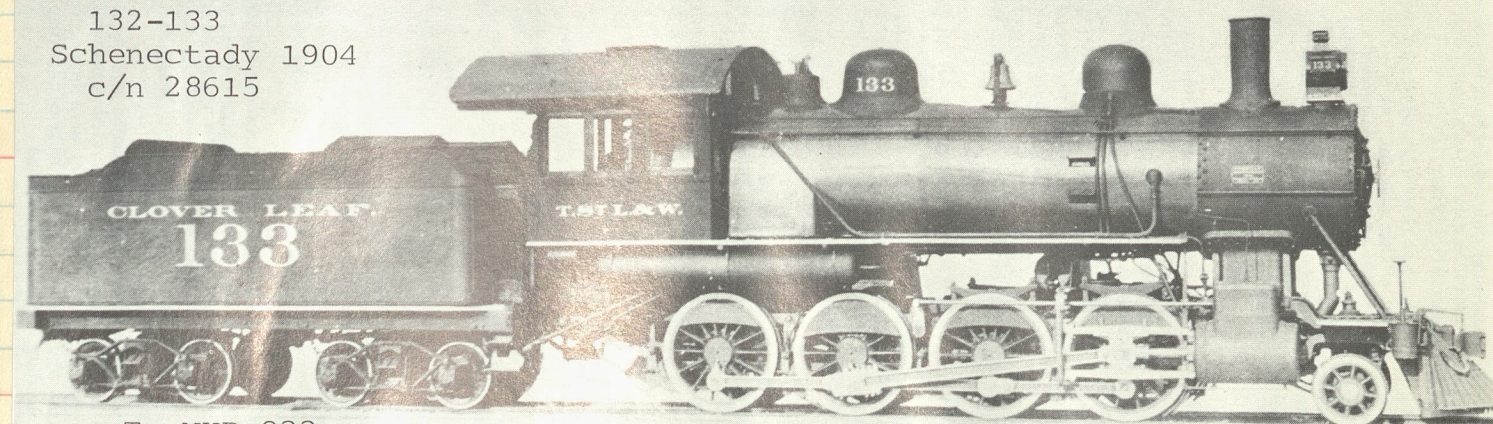
Toledo, St. Louis & Western #122, 1901, 2-6-0 type. Baldwin c/n 19035 To NKP 822



To NKP 743

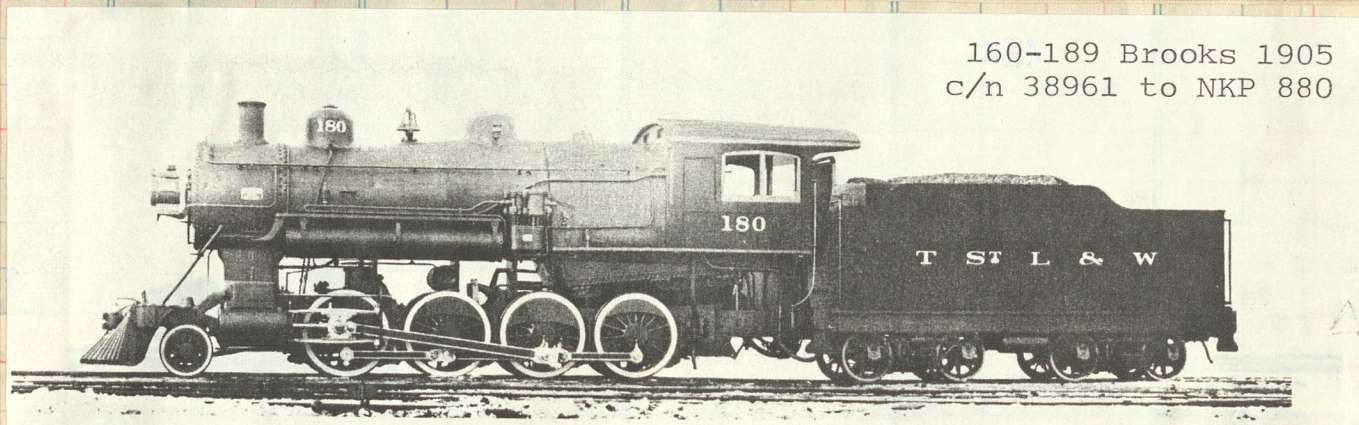


44 - 45
Brooks 1904
c/n 29271
To NKP 745

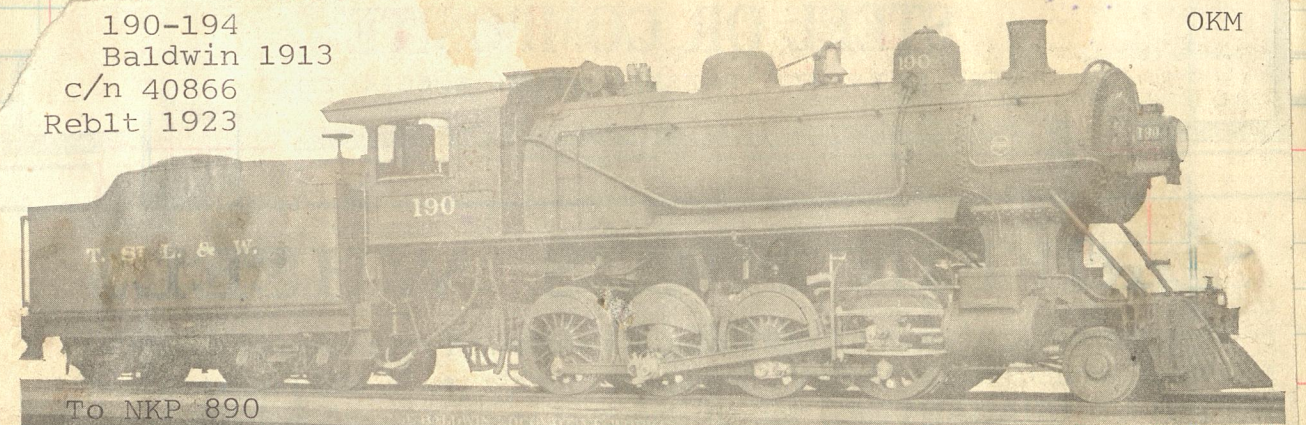


132-133
Schenectady 1904
c/n 28615

To NKP 833



160-189 Brooks 1905
c/n 38961 to NKP 880



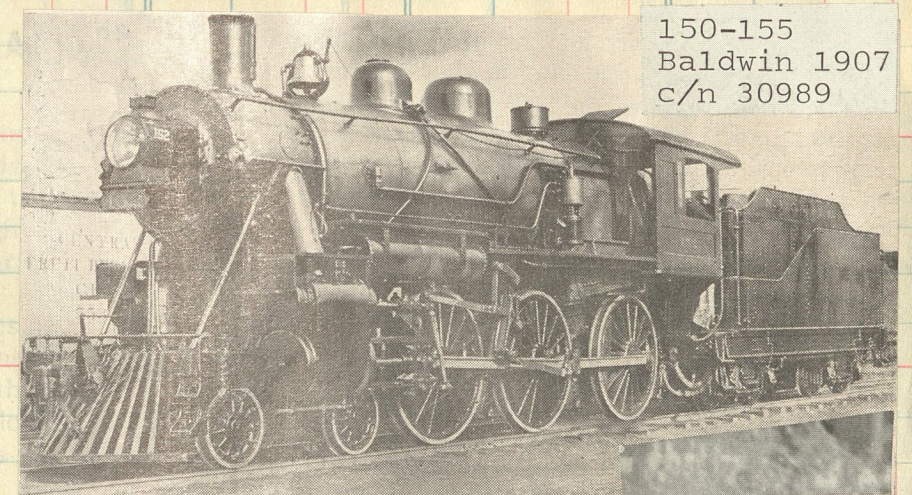
190-194
Baldwin 1913
c/n 40866
Rebldt 1923

To NKP 890

**NICKEL PLATE
ROAD**

c1915

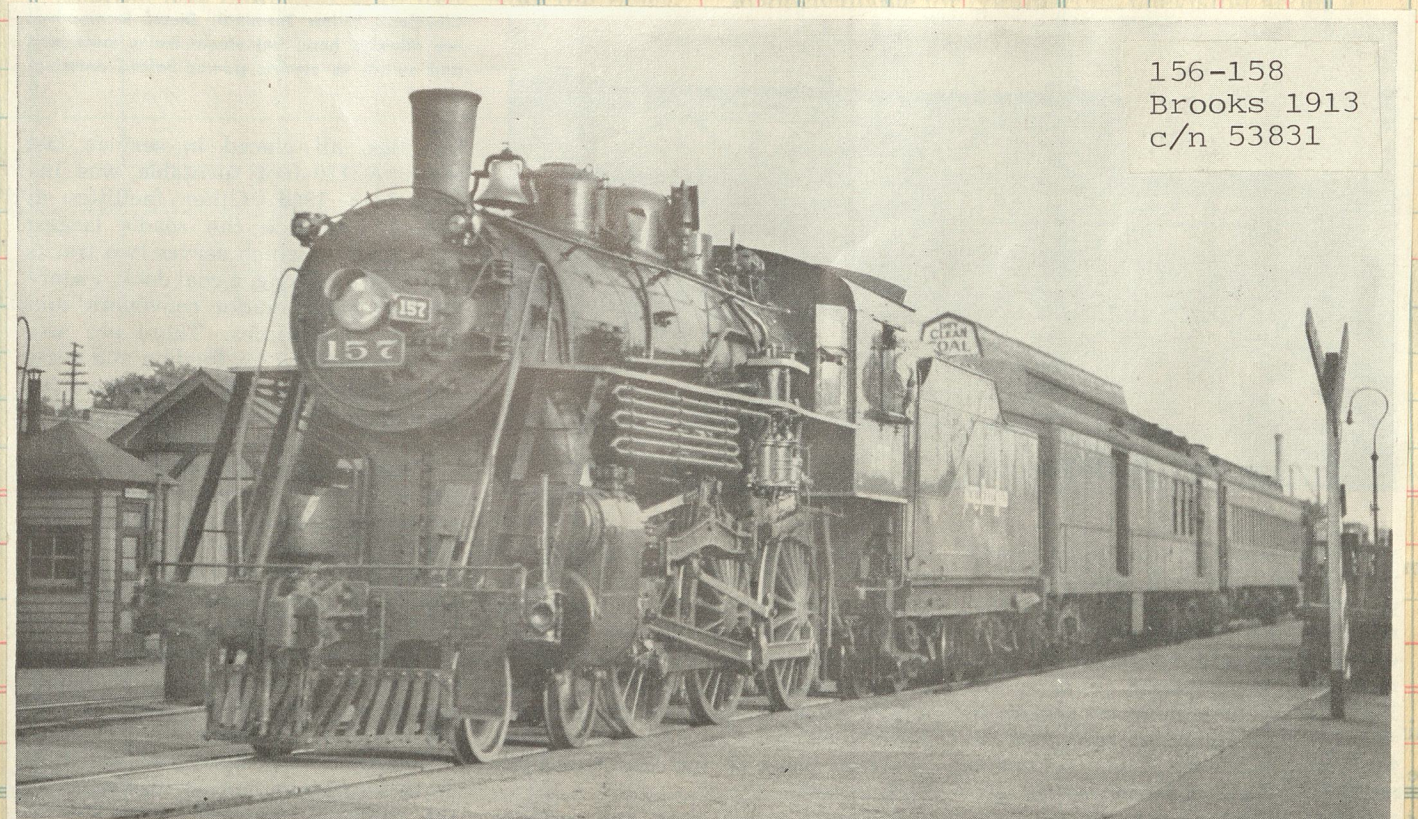
OKM



150-155
Baldwin 1907
c/n 30989

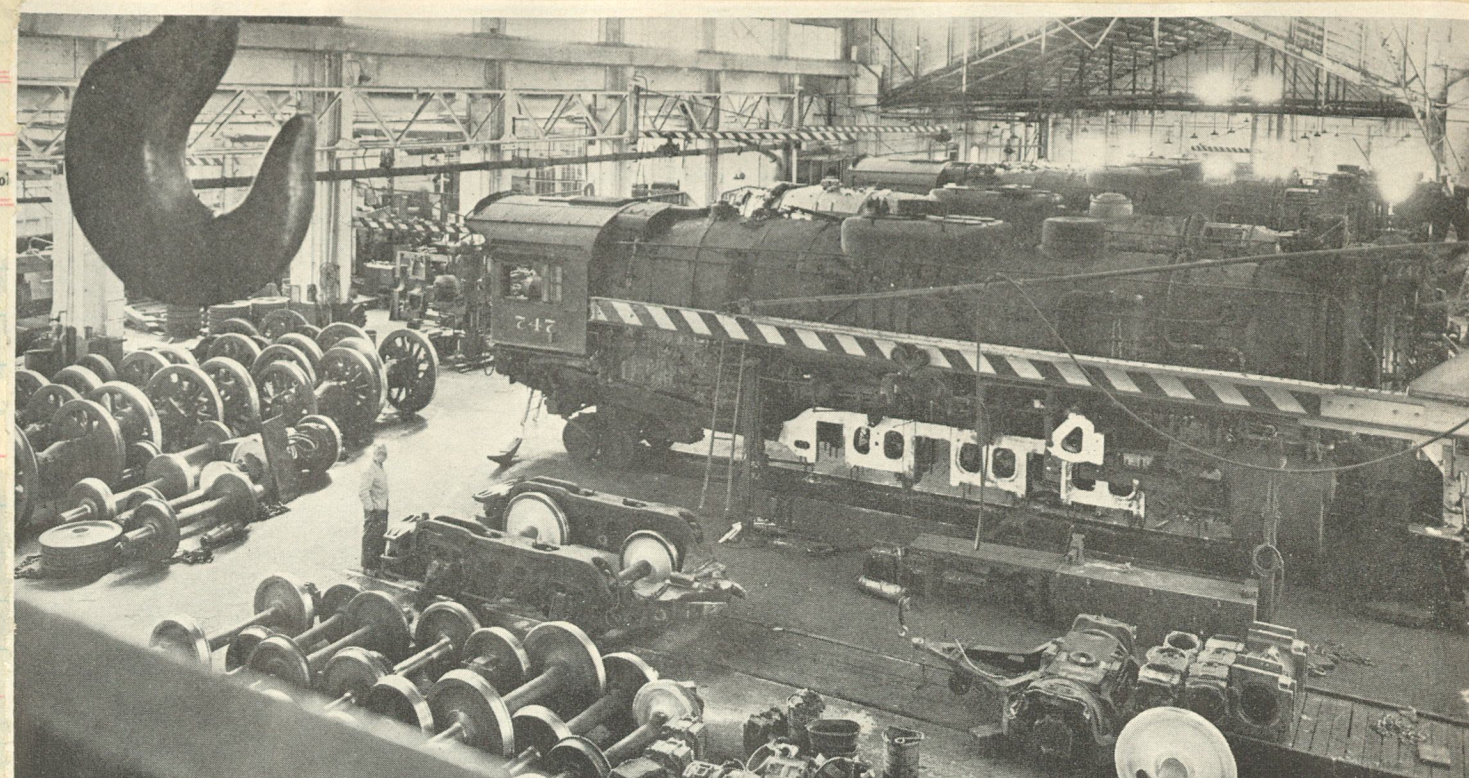
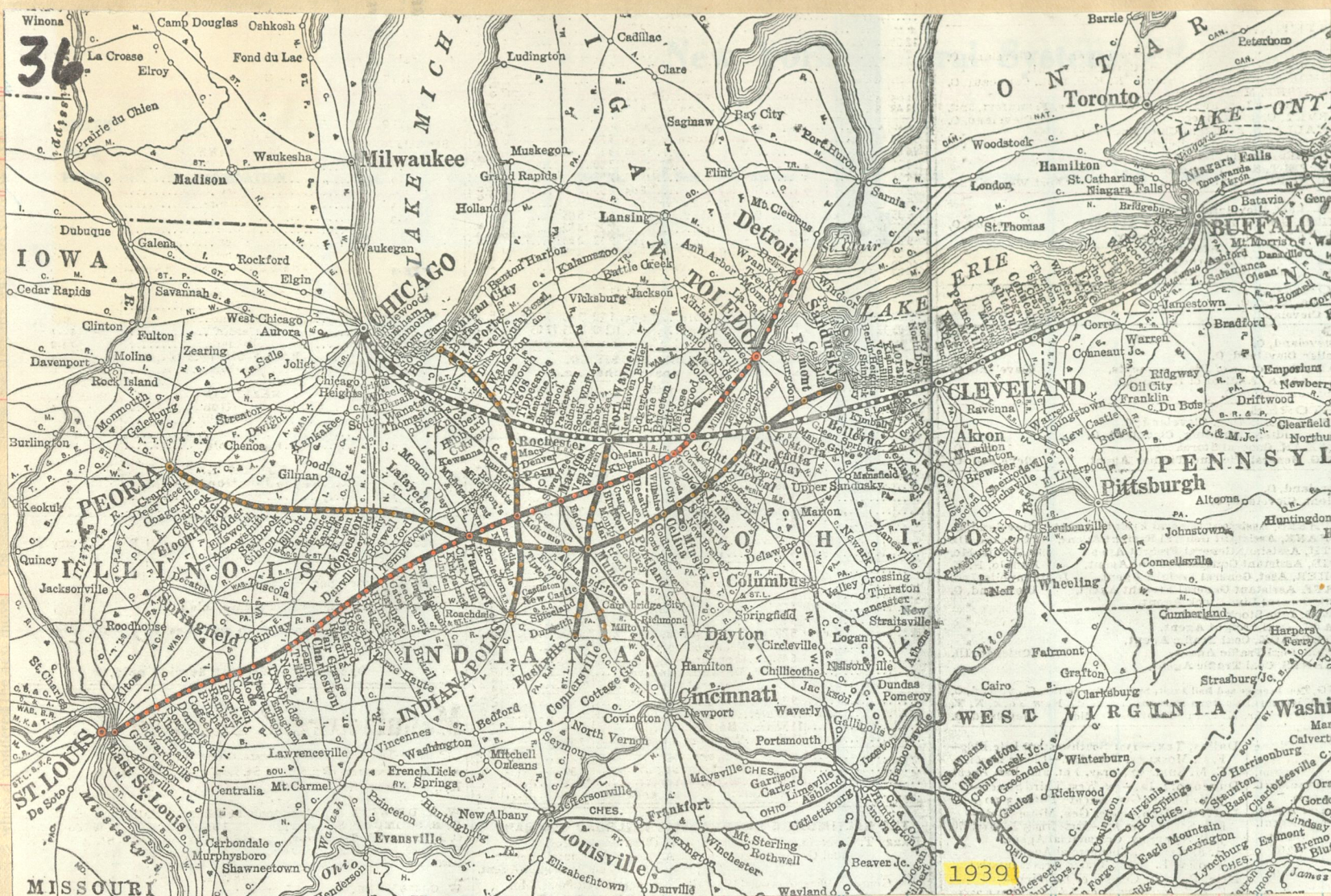


Trn #3 follows the 151 across a high viaduct near Ashtabula



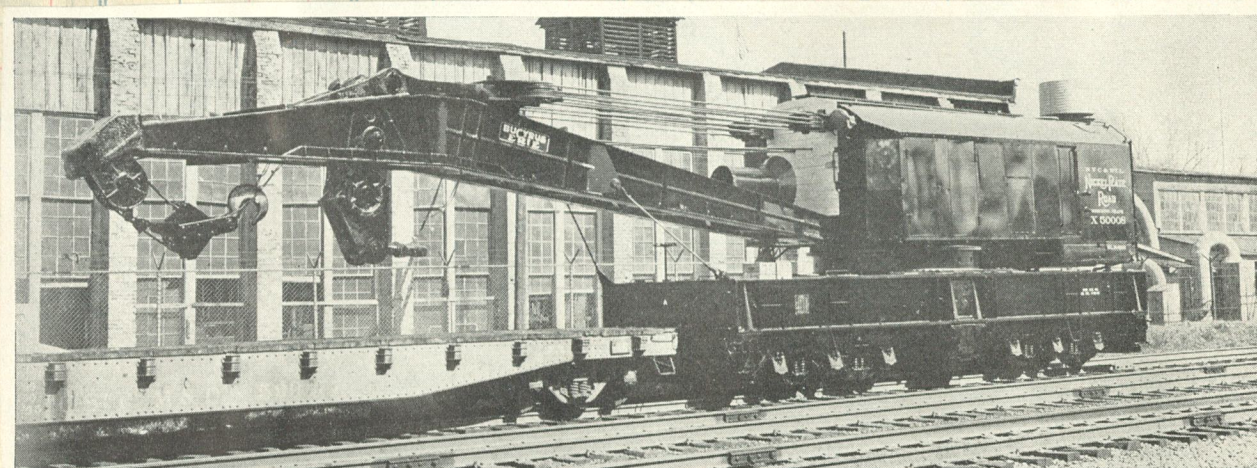
156-158
Brooks 1913
c/n 53831

Local #21 waits for the highball at Lima

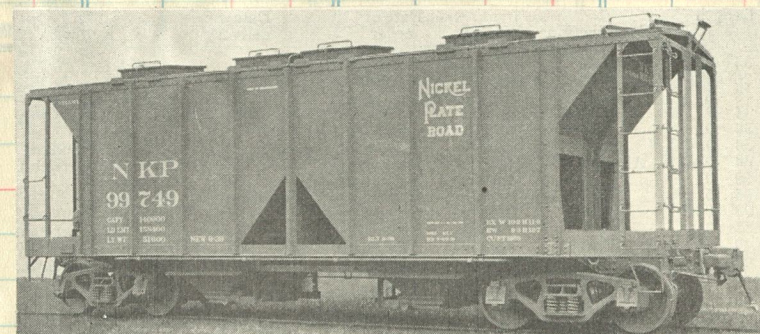


VIEW OF THE NICKEL PLATE'S SHOPS at Conneaut, O., from the crane operator's bucket.

Jim Shaughnessy.

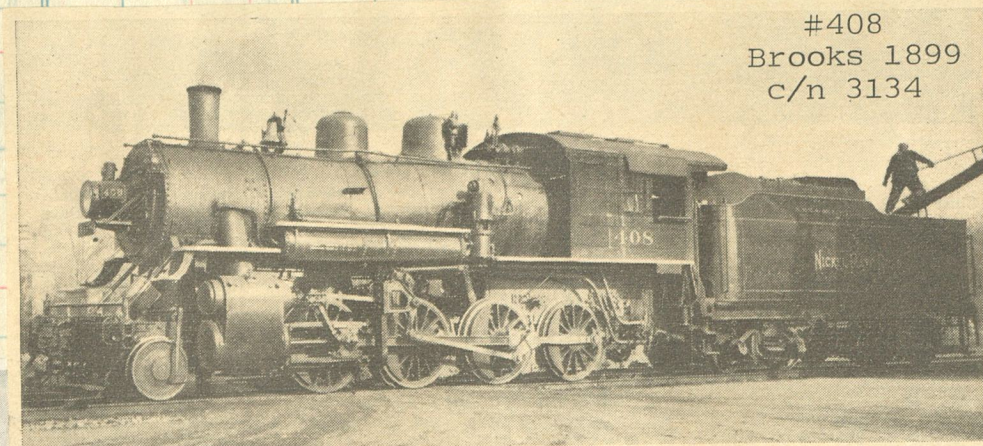


Nickel Plate wrecking crane; capacity, 250 tons at 17 1/2-ft. radius; weight, 369,000 lb. Builder, Bucyrus-Erie Co.



Covered Hopper Car for the Transportation of Bulk Commodities. Built for the New York, Chicago & St. Louis by the American Car and Foundry Co. Capacity 70 Tons; Light Weight, 51,600 Lb.

1939

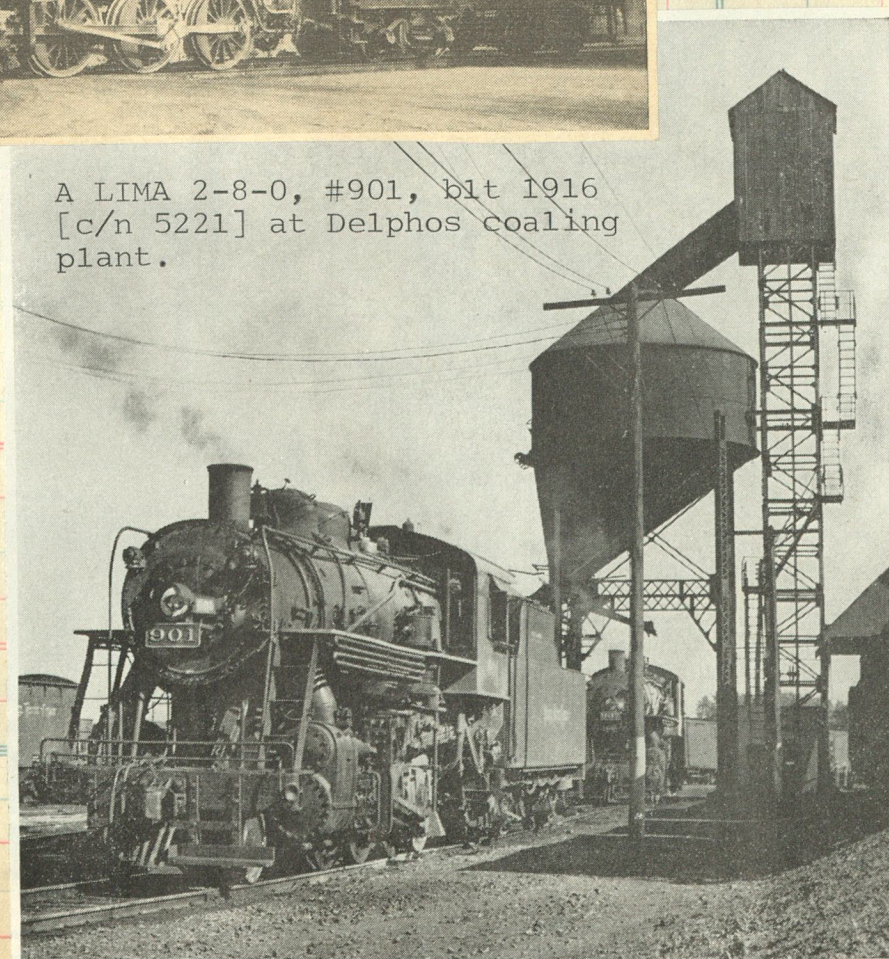


#408
Brooks 1899
c/n 3134

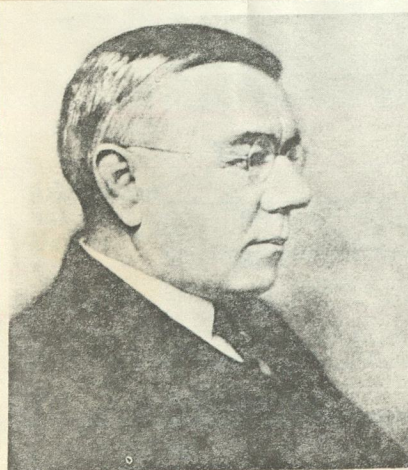


Bellevue, O.

The cooling tower, ever popular with the working breed of engines, stands gaunt against the late afternoon sky, aloof, above all activity.



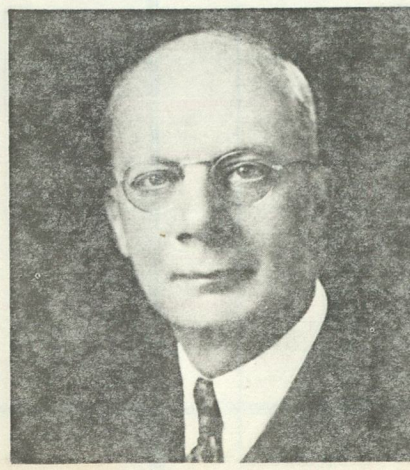
A LIMA 2-8-0, #901, bilt 1916 [c/n 5221] at Delphos coaling plant.



JOHN J. BERNET (1868-1935)



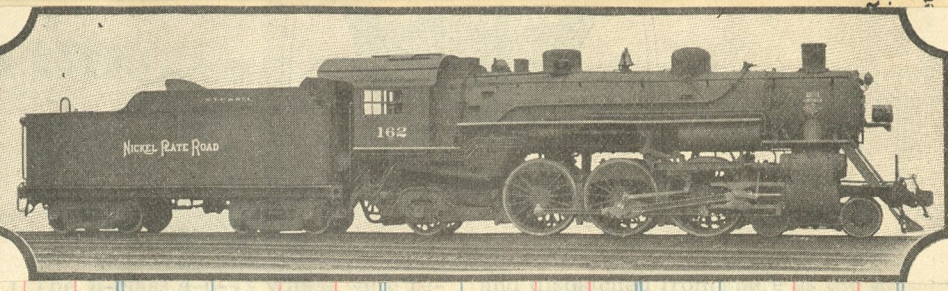
CHARLES E. DENNEY (1879-1965)



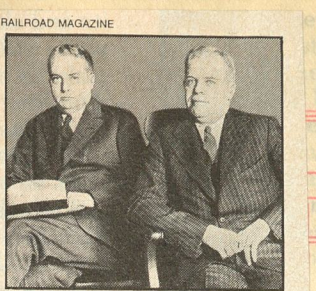
AUGUSTINE R. AYERS (1878-1958)

Among top-caliber talent responsible for establishing national prominence for the Nickel Plate were John Bernet, president 1916-1927; Charles Denney, who joined the railroad in 1916 and served as vice-president and general manager 1920-1927; "Gus" Ayers, who became motive power superintendent in 1916 and was general manager 1927-1948.

Train No. 6-Daily. (Via Nickel Plate-Lackawanna.)	
Central time.	EQUIPMENT.
Lve.Chicago— (La Salle St. Sta.)..1120 P.M.	Sleeping Cars..Chicago to Cleve-
Lve.Eaglewood (63d St.)1133 P.M.	land (open 930 p.m.)—6
Lve.Fort Wayne.....237 A.M.	Single Bedrooms and
	Lounge Buffet 12 Section,
	Drawing-room. 14 Section.
Eastern time.	Chicago to New York—
Lve.Lorain 708 A.M.	12 Section, Drawing-room.
Lve.Rocky River (Lackawanna). 728 A.M.	Open 930 p.m. until 800 a.m.
Arr.Cleveland..... 759 A.M.	
(Union Terminal)	
Lve.Cleveland..... 830 A.M.	DE LUXE Coaches..Chicago to
Lve.E.Cleveland (Superior). 848 A.M.	New York (Ladies'
Lve.Erie 1101 A.M.	Lounge).
Arr.Buffalo (Lack. Term.) 105 P.M.	
(Lackawanna No. 10)	
Arr.Elmira 1020 P.M.	Lounge-Diner (Radio equipped)—
Arr.Binghamton 1200 Night	Cleveland to Buffalo.
Arr.Scranton 135 A.M.	
Arr.New York 542 A.M.	



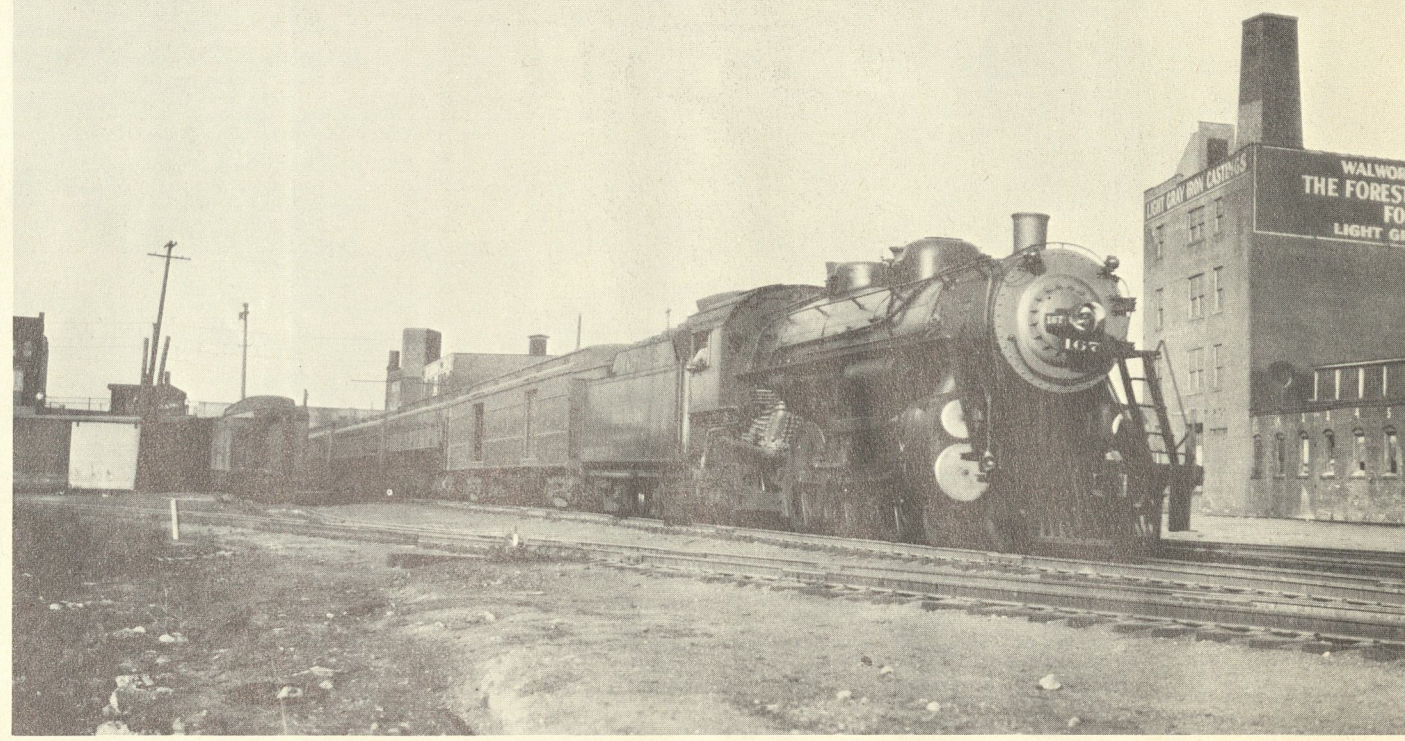
The initial Pacifics on the NKP were four, 160-163 supplied by LIMA in 1922 c/n 6319



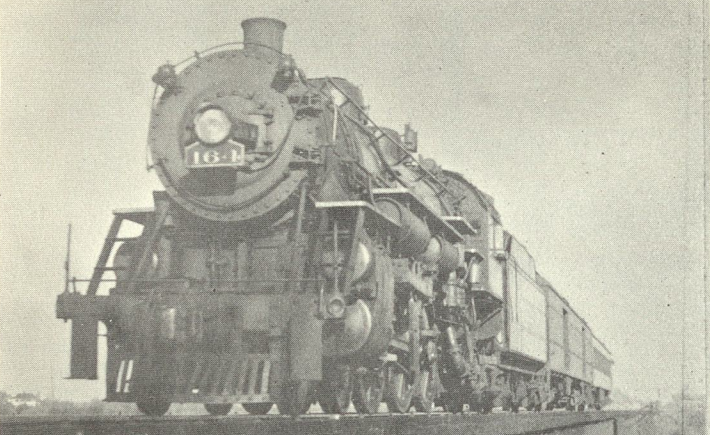
Oris P. and Mantis J. Van Sweringen



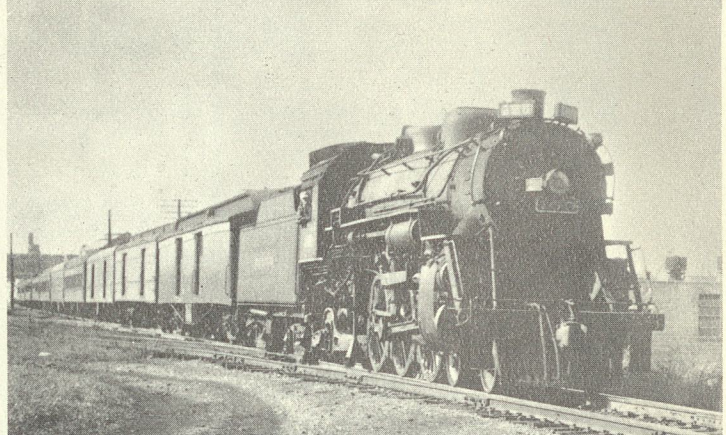
Train #6 at Lorain, Ohio with the 169, six engines of the K-1b class-164-169, built by Brooks 1923. [c/n 64636]



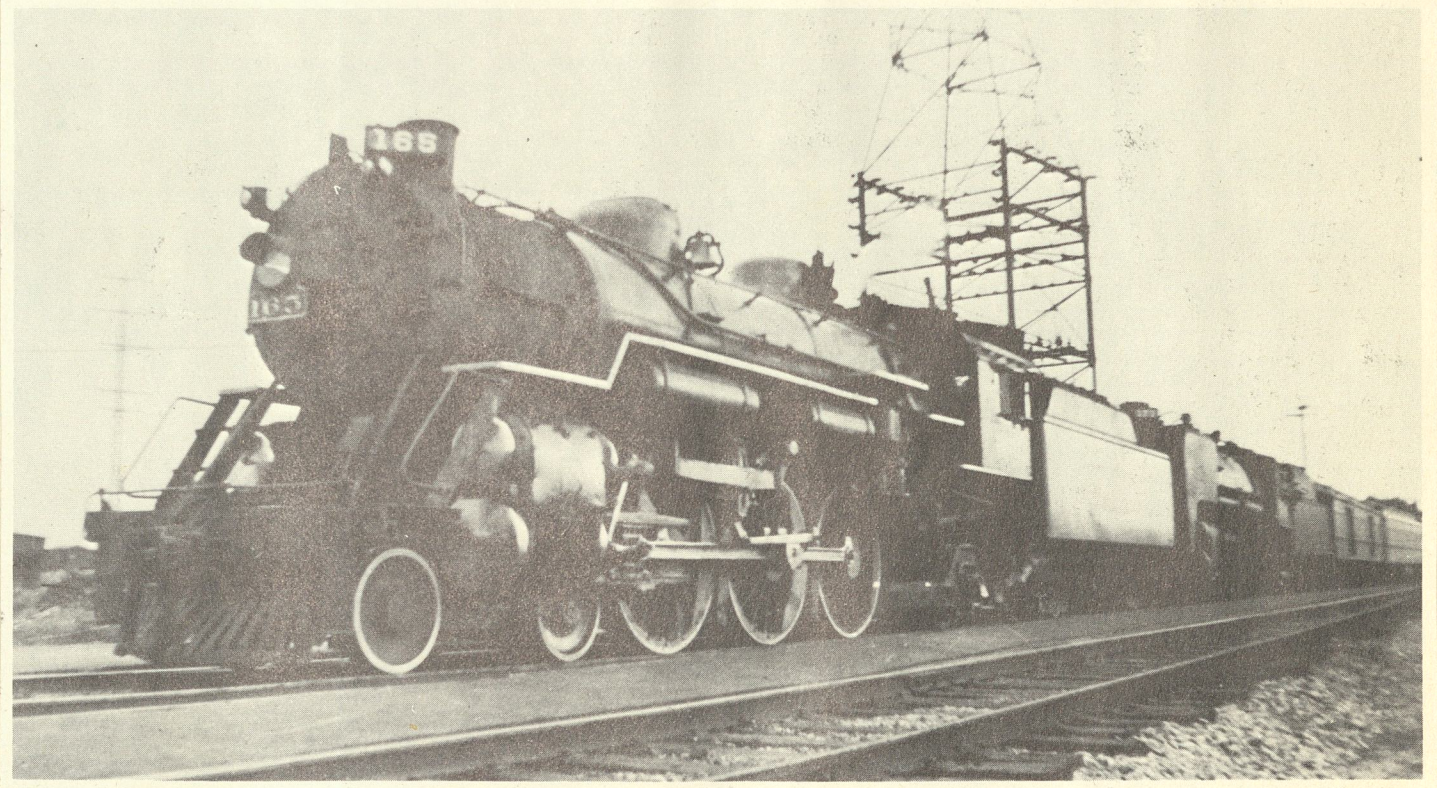
New York, Chicago and St. Louis, westbound Train No. 9, "THE NICKLE PLATE LIMITED." June 27th, 1930 their last train to leave the Old 25th Street location in Cleveland, 6:15 P.M. All their passenger trains started using the new terminal station effective June 28, 1930.



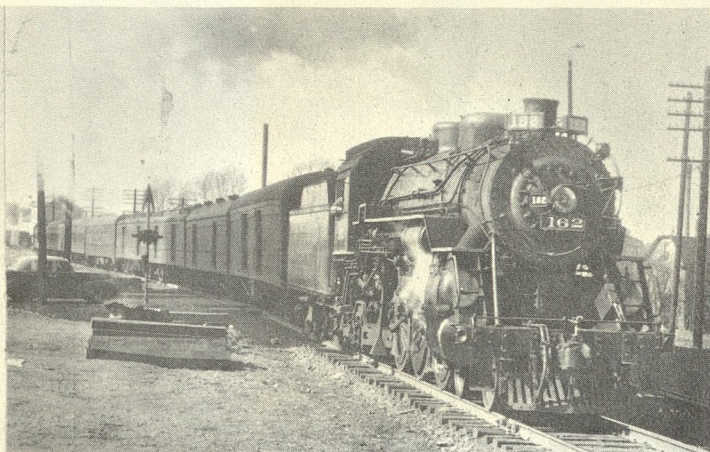
No.164 with westbound Passenger Train No.9 crossing the Conneaut Creek Bridge, just a few minutes from the station.
Conneaut, Ohio May 5, 1939



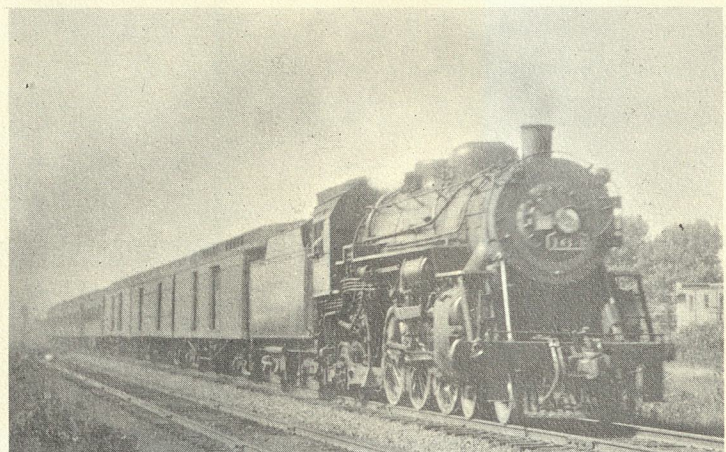
No.165 at the head-end of heavy-weight equipped Train No. 6 glides eastbound out of Erie, Pa. for Buffalo, N.Y.
April 19, 1946.



New York, Chicago, and St. Louis Railroad Train No. 8 — "THE NICKEL PLATE LIMITED" — Eastbound at station in Lorain, Ohio on a Sunday afternoon in 1945, headed by beautifully maintained Pacific No. 165 and Hudson No. 175.



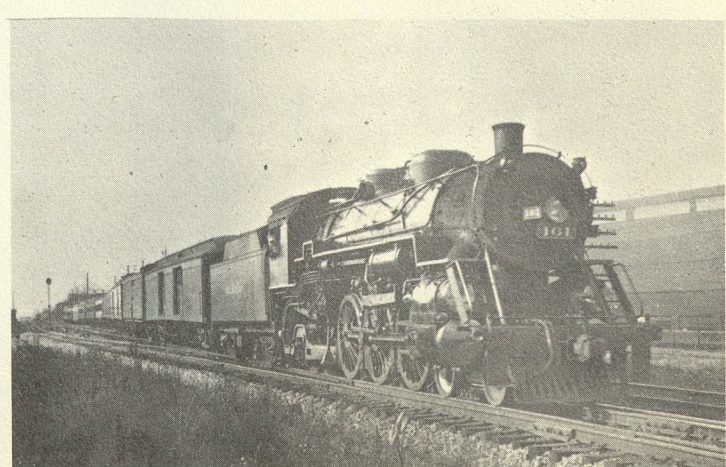
No.162, Lima built in 1922, getting east-bound Passenger Train No.6 rolling out of Erie, Pa., in 1949. This long train is typical of the trains of the 1940's.



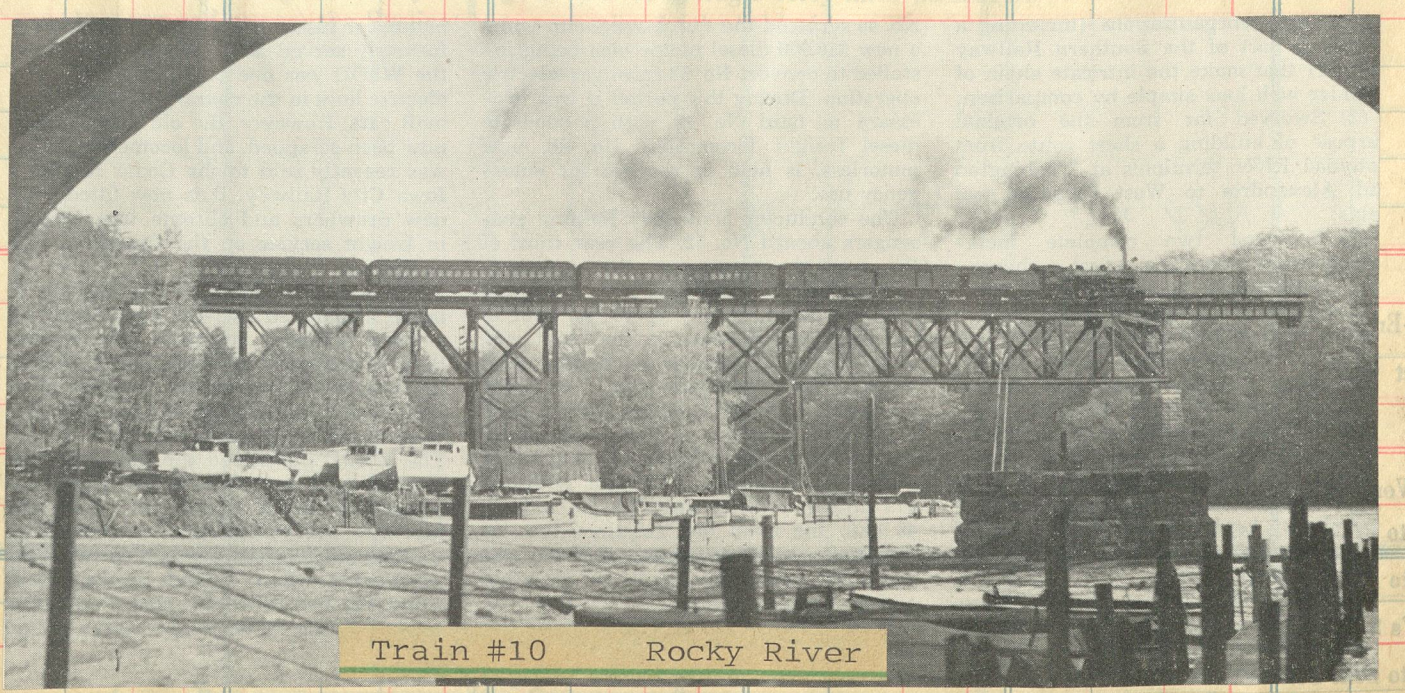
No.164 speeding eastbound with Train No.6, on the outskirts of Erie, Pa., back in 1949. No.164 was outshopped by the Brooks Works in 1923.



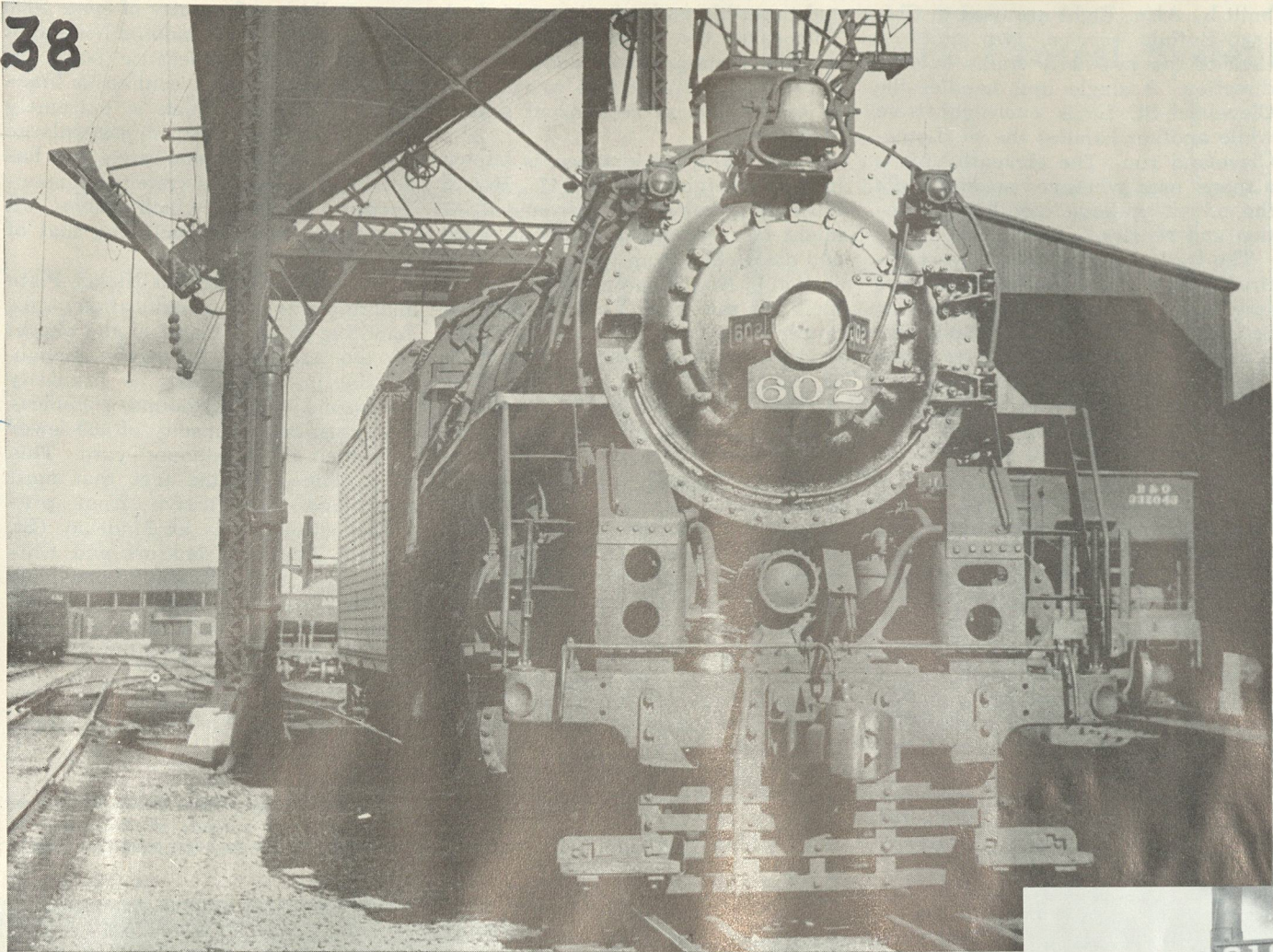
No.161 handles freight as well as passenger trains. The highly polished cylinder head is typical of the well groomed NICKEL PLATE power. Dunkirk, N.Y.1949.



No.161, neat and well polished, weaves her way through the switches with east-bound Train No.6. This scene is at Cascade, Pa. in 1950.

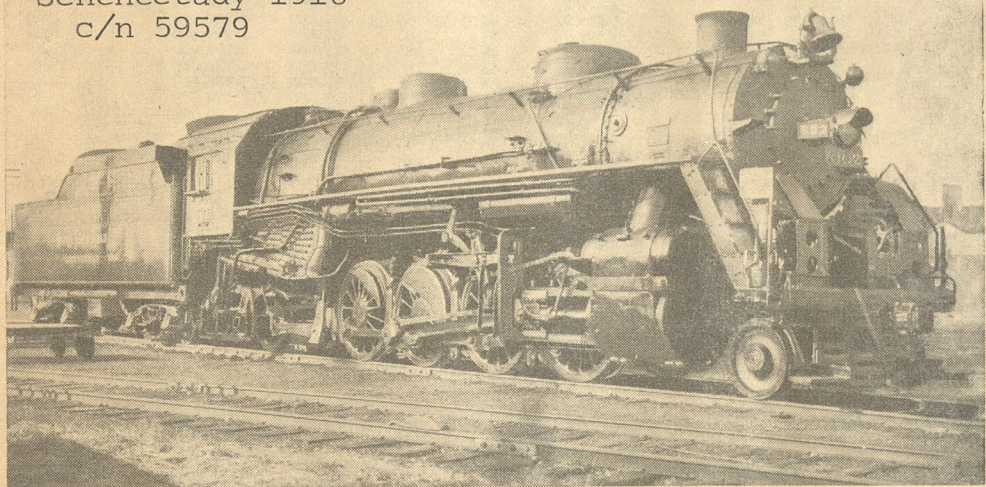


Train #10 Rocky River



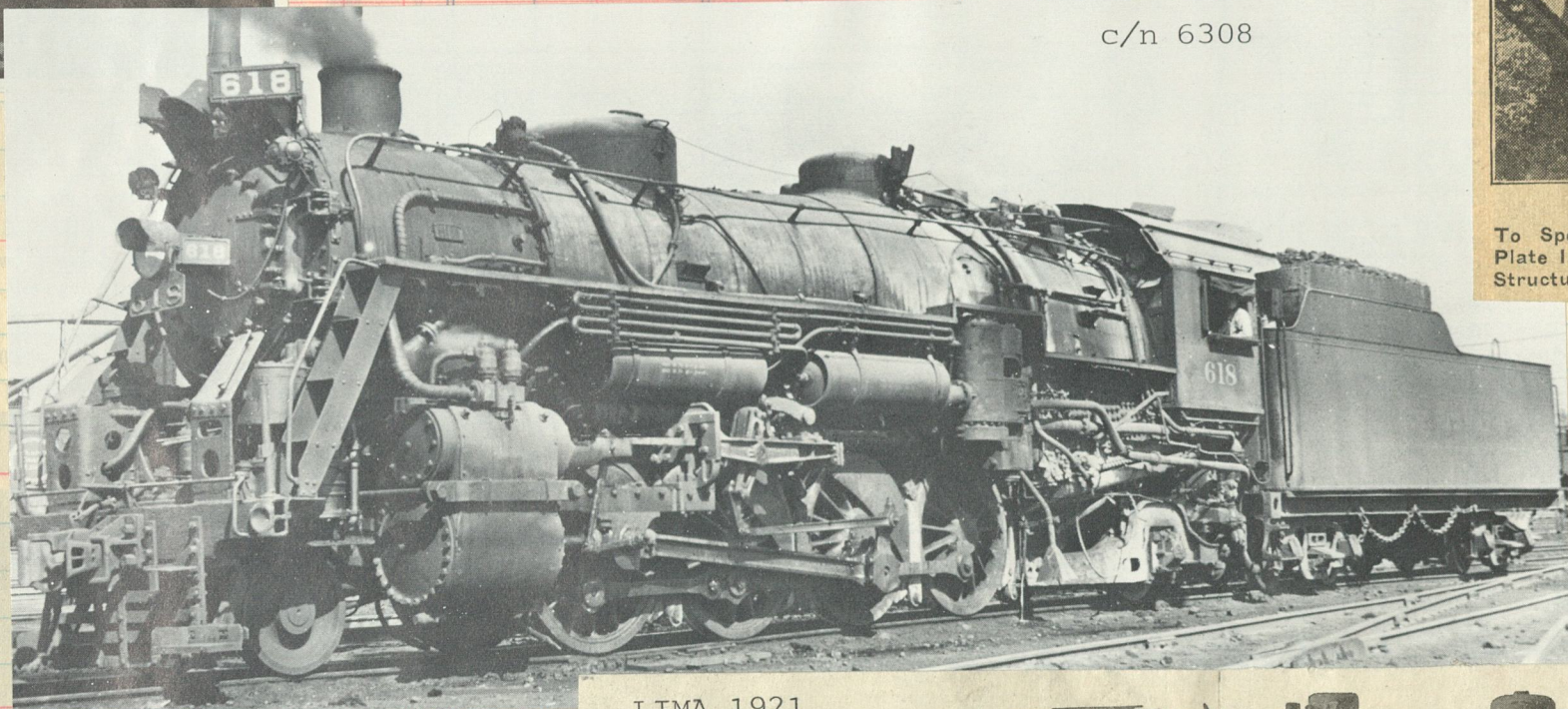
601-610
Schenectady 1918
c/n 59579

#602



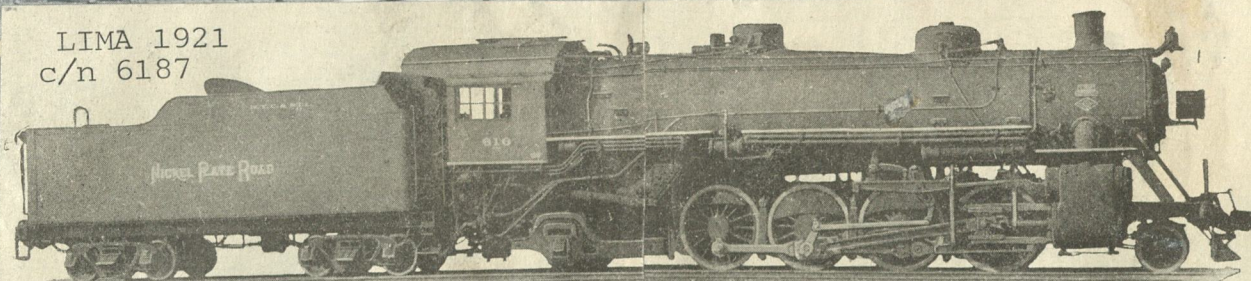
Pulling past the coaling station at Bloomington
Dave Lewis, 509 Kellogg St., Peoria 5, Ill.

c/n 6308



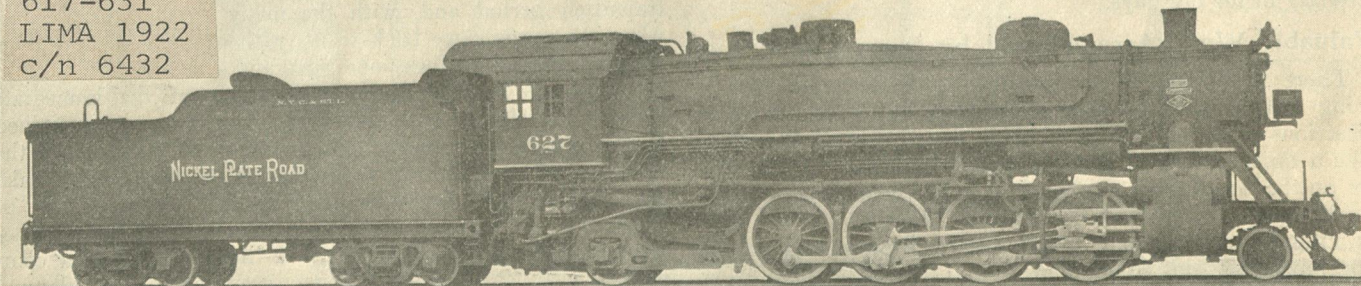
LIMA 1921
c/n 6187

To AC&Y #408

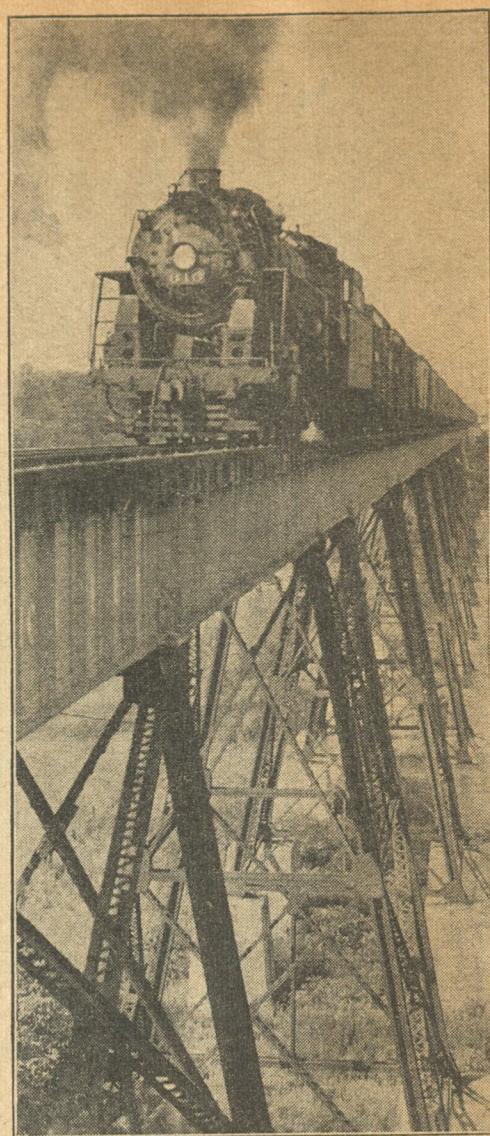


OKM

617-631
LIMA 1922
c/n 6432

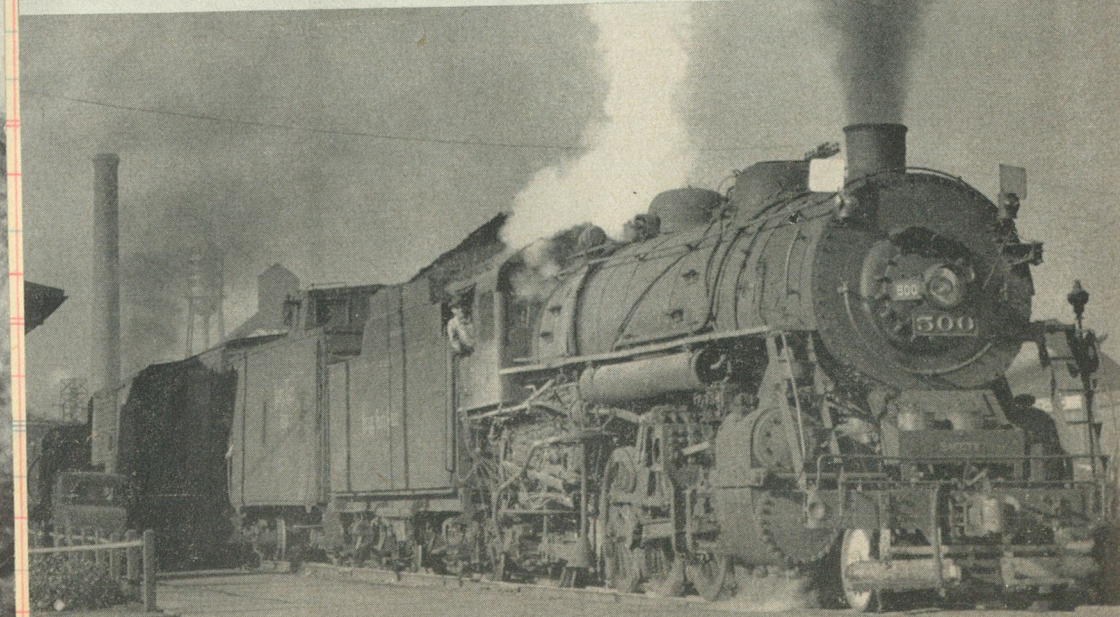


#500, the first Mike for the N.K.P.,
does some switching at South Lima.
LIMA 1917 c/n 5428.



Courtesy C&O Magazine

To Speed Up Freight Traffic, the Nickel
Plate Is Modernizing Its 15 Miles of Bridge
Structures. This Trestle Is at Conneaut, O.



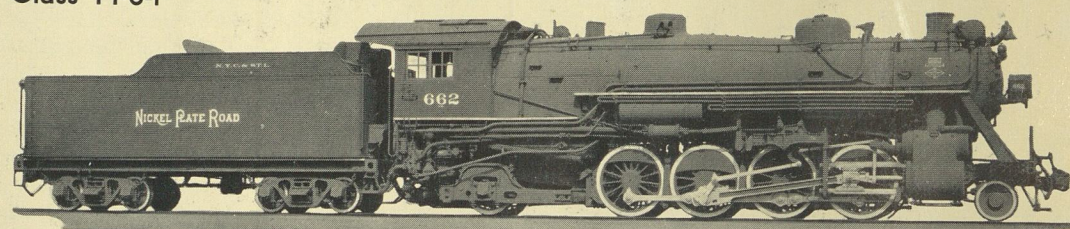


↑Nickel Plate PB-12, a hotshot freight running between Peoria, Ill., and Buffalo, N. Y., crosses Wildcat Creek on a 50-year-old deck girder bridge near Dayton, Ind. This is on the Lake Erie & Western District.



Revenue on the move. #640, 632-646 LIMA 1923 c/n 6643, has the honor.

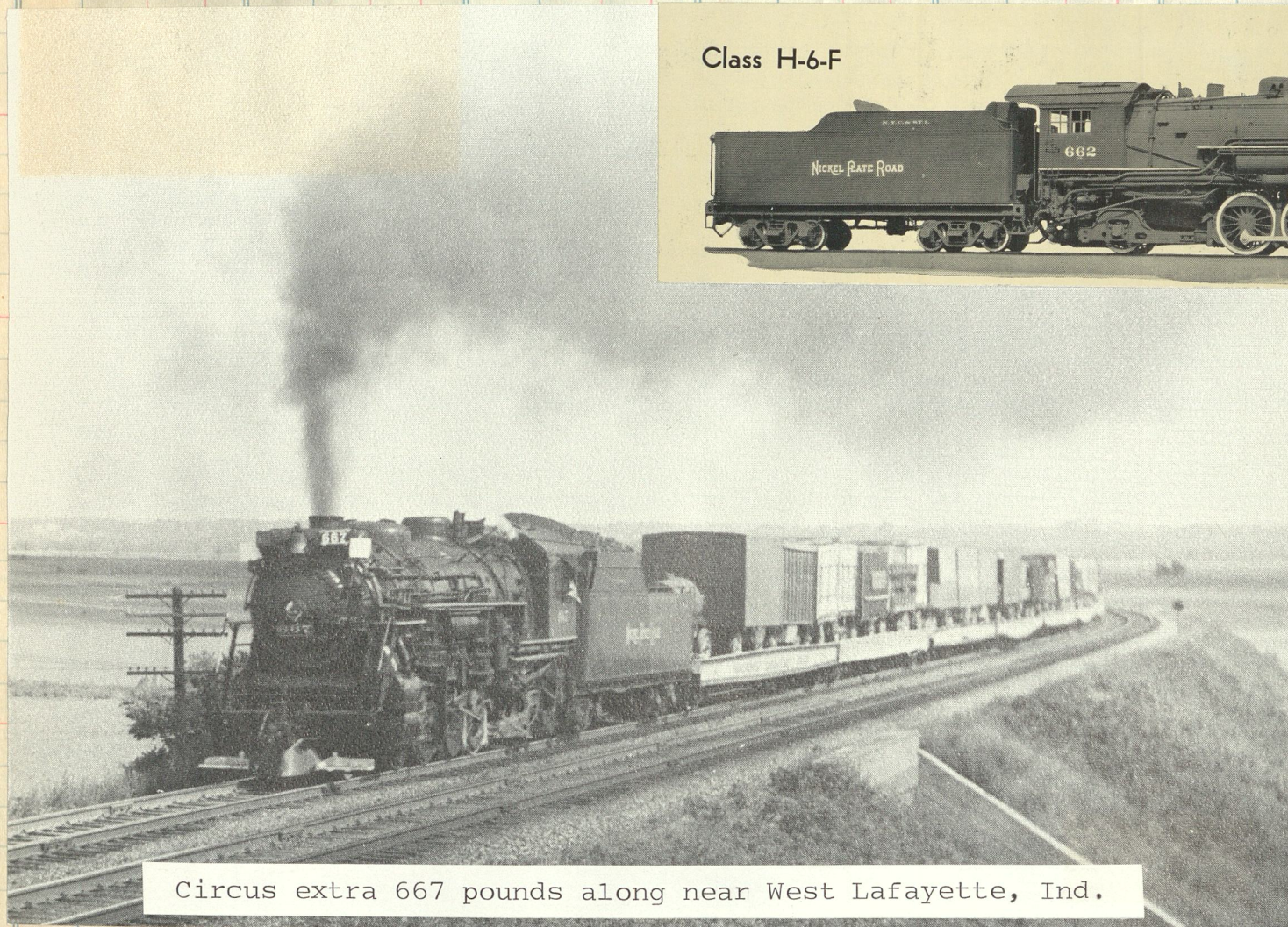
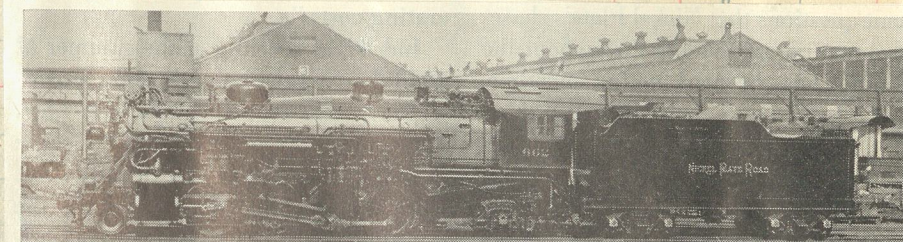
Class H-6-F



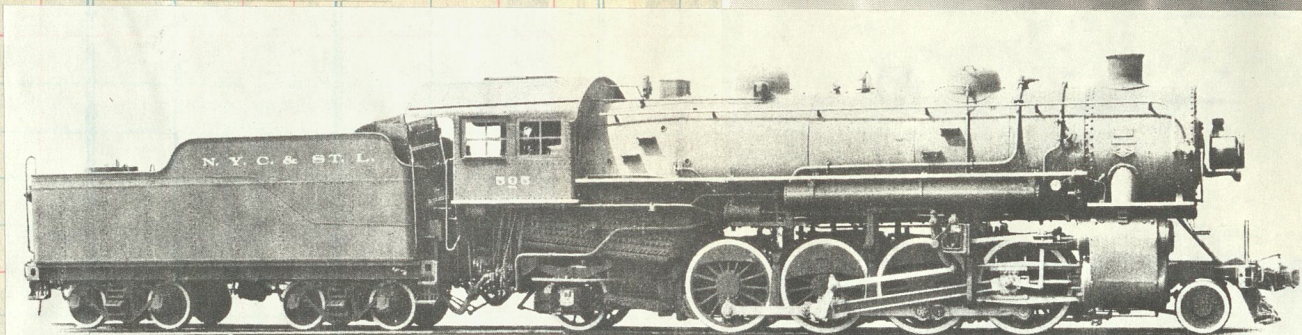
662-671

LIMA 1924

c/n 6853



Circus extra 667 pounds along near West Lafayette, Ind.



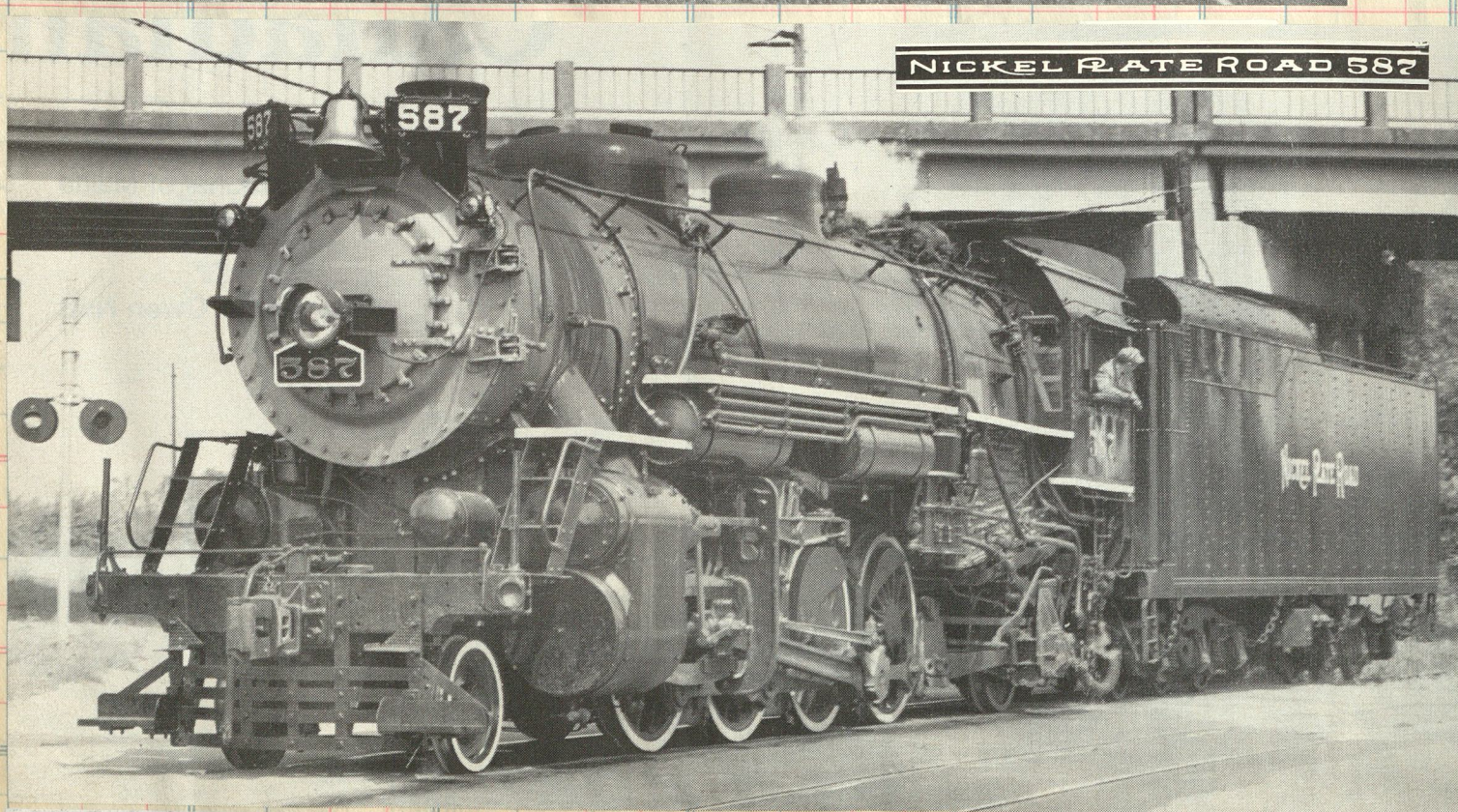
500-509

c/n 5433

LIMA 1917



NKP furnishes only freight service to Walkerton, Ind., and interchanges with B&O and NYC.



NICKEL PLATE ROAD 587

NICKEL PLATE 587 returns! The handsome Mikado had 20 loaded hoppers in tow during a September 10, 1988, break-in run in Indianapolis on the Indiana Railroad.



ONE STEAM ENGINE HAD MORE FASCINATION THAN A THOUSAND DIESELS!!

The 587 was built by Baldwin 1918 (c/n 49683) as L.E. & W. #5541, to NKP #587 in 1924. Retired in 1955 and donated to city of Indianapolis. After four years of devoted effort by loyal fans she was under steam once again 8/29/88. Made first 'over the road' trip Sept. 10, 1988.

40

50 - 59
Brooks 1916
c/n 56305

al Sys

SELLER
DATE
FORM

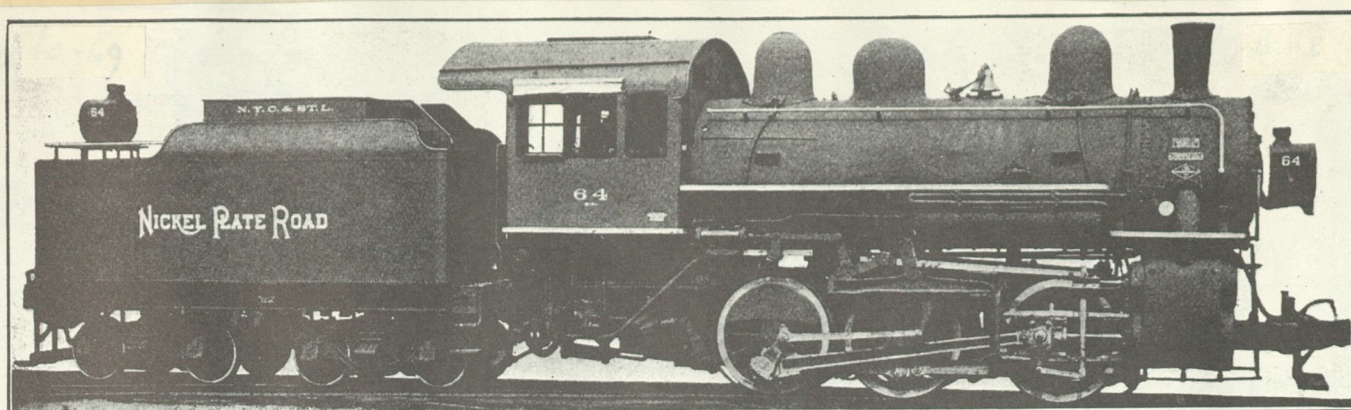
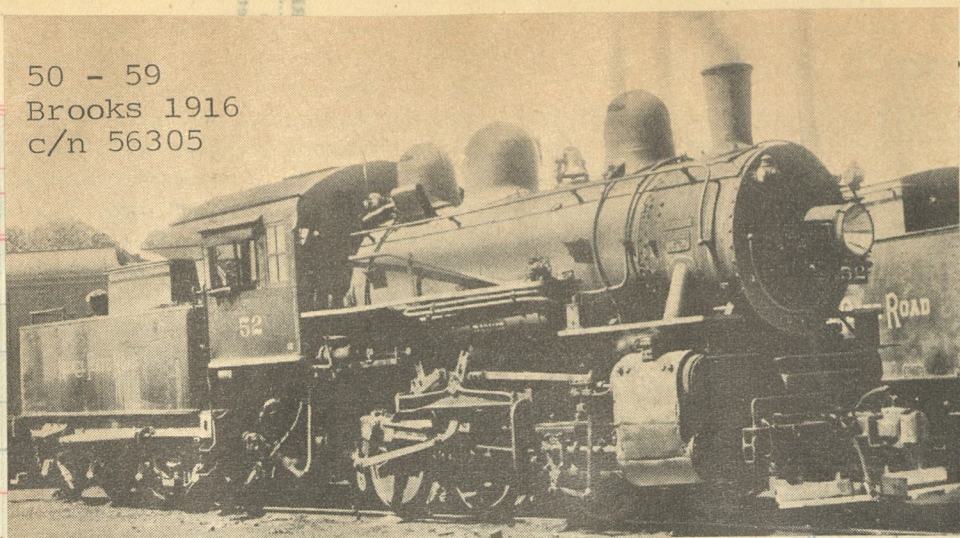
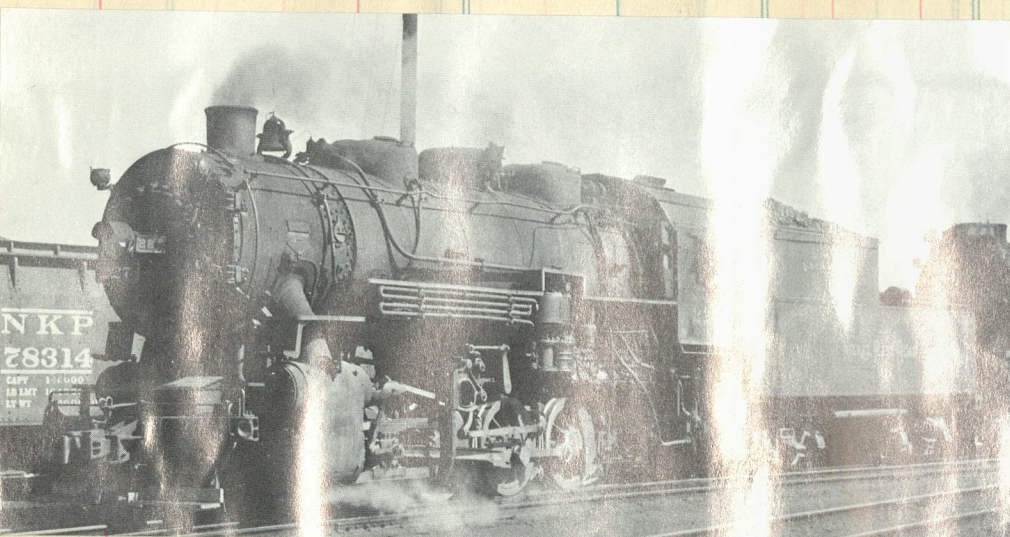
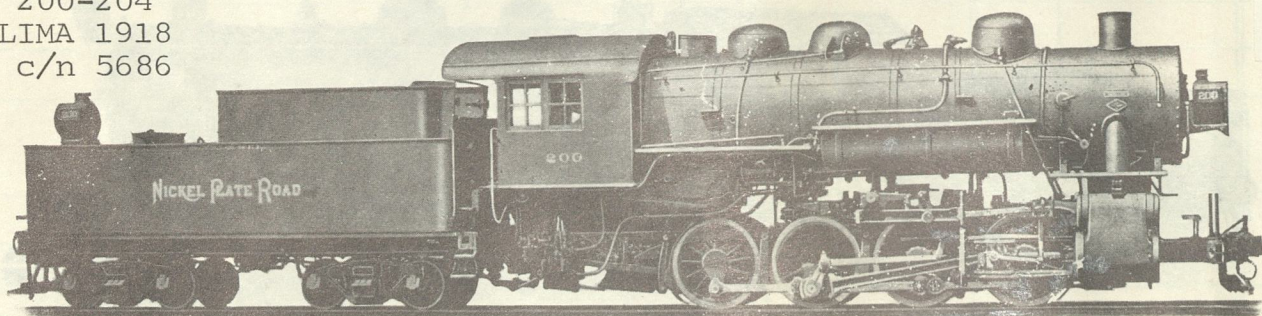


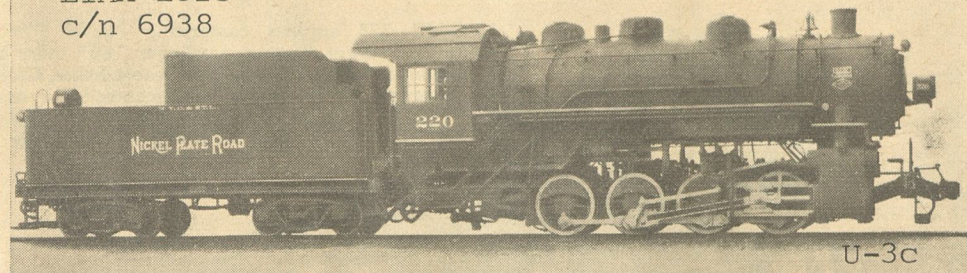
Fig. 6—Six-Wheel (0-6-0) Locomotive for Switching Service. Built for the New York, Chicago & St. Louis
60-69 by the Lima Locomotive Works. c/n 5568 LIMA 1917

Gage.....	4 ft. 8 1/4 in.	Heating Surfaces, Tubes.....	1,826 sq. ft.
Cylinders.....	21 in. x 28 in.	Heating Surface, Firebox.....	130 sq. ft.
Steam Pressure.....	180 lbs.	Heating Surface, Superheater.....	408 sq. ft.
Diameter of Drivers.....	37 in.	Graze Area.....	32.6 sq. ft.
Tractive Effort.....	33,200 lbs.	Weight on Drivers.....	173,000 lbs.
Engine Wheel Base.....	11 ft. 6 in.	Total Weight, Engines.....	173,000 lbs.
Driving Wheel Base.....	11 ft. 6 in.	Weight of Tender, Loaded.....	115,800 lbs.
Engine and Tender Wheel Base.....	42 ft. 8 1/4 in.	Fuel.....	Soft coal

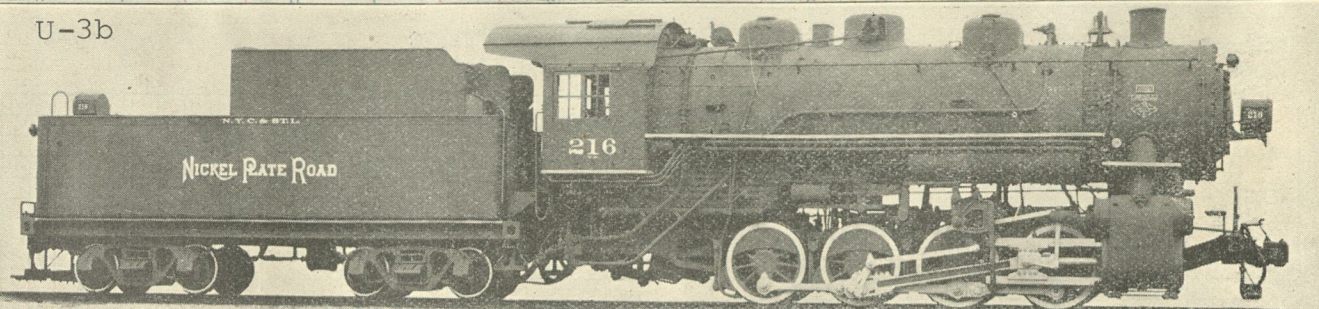
200-204
LIMA 1918
c/n 5686



220-229
LIMA 1925
c/n 6938



U-3b

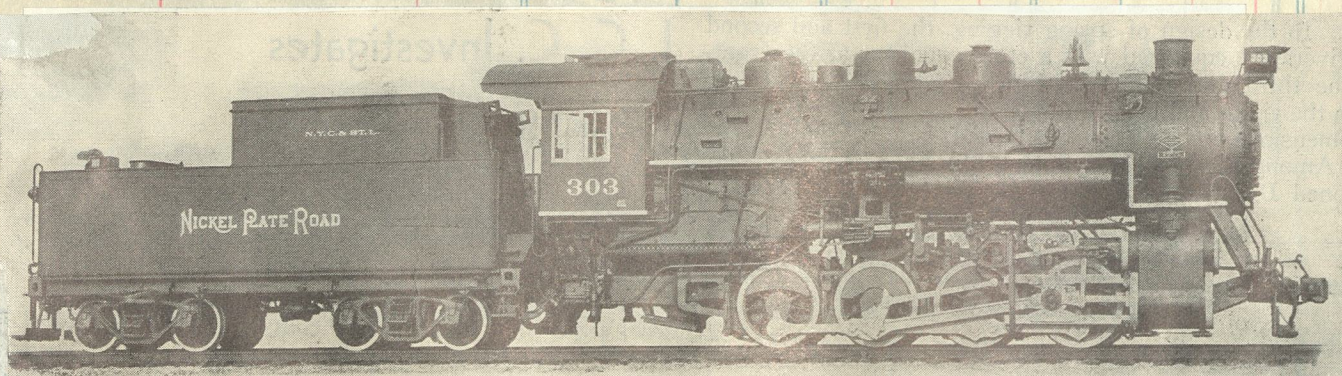


210-219

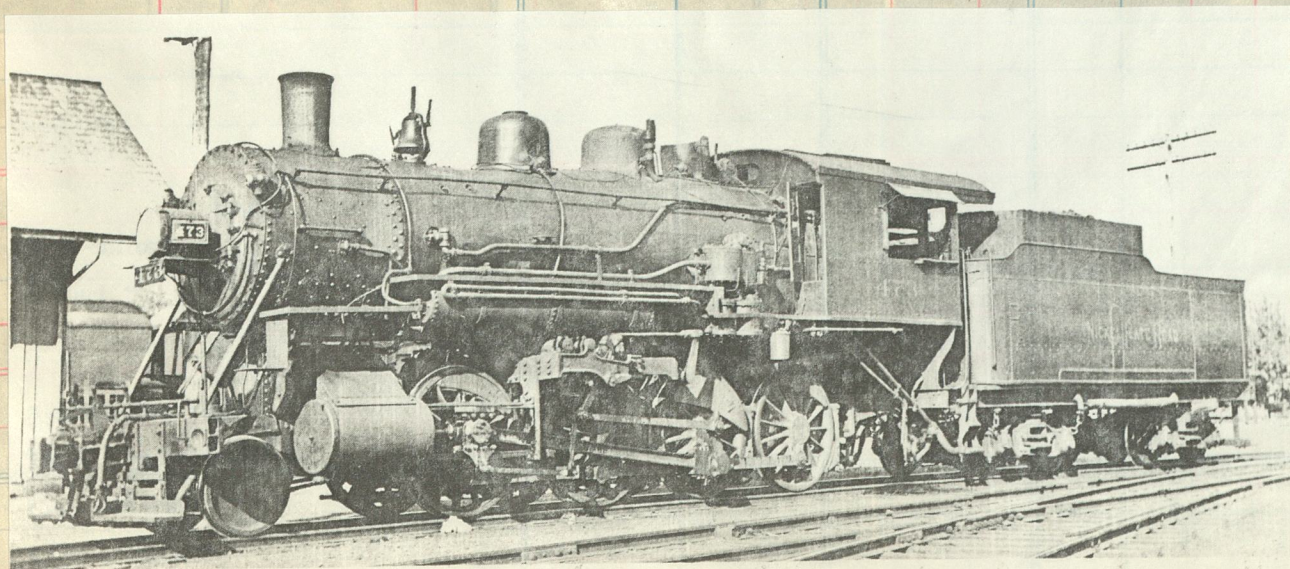
c/n 6869

LIMA 1924

#212 worked the last steam
assignment July 18, 1959.

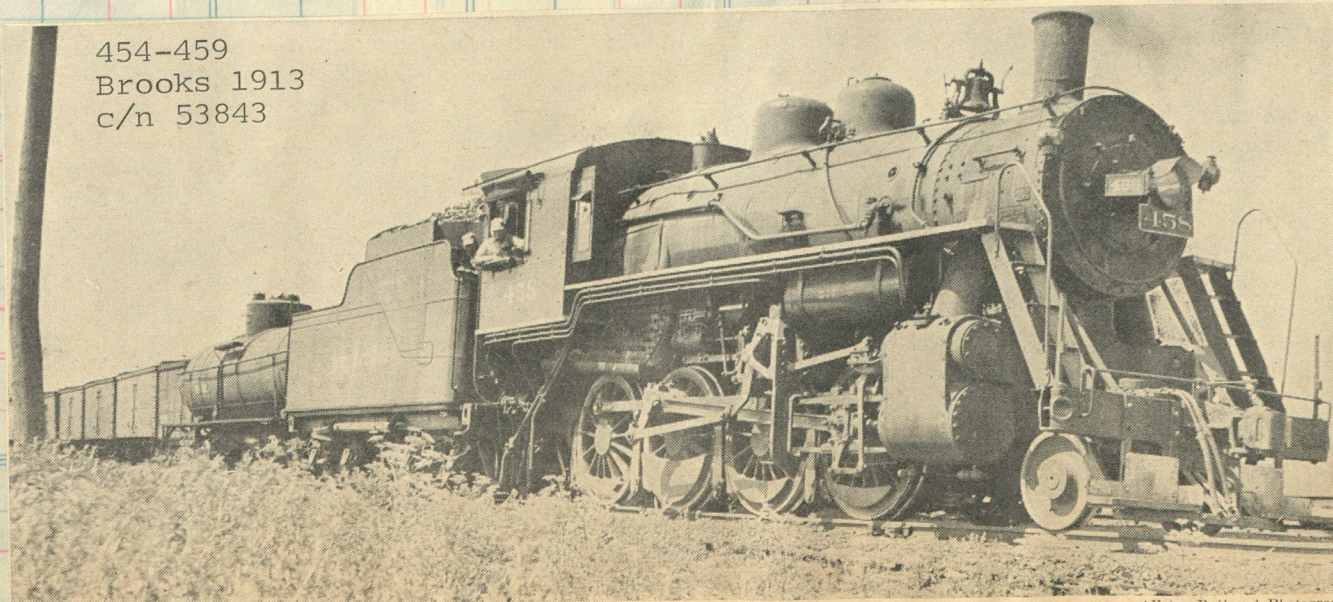


Five 0-8-0's delivered by LIMA in 1934 noed 3rd 300-304. They were the final yard engines received by the NKP and were active for almost twenty five years. c/n's 7617-7621



"Submarine" 473, one of fifteen purchased from the N.Y.C. noed 5855-5869, renoed N.K.P. 460-474. Blt by Brooks 1903 as LS&MS #868, then NYC #5868, NKP #473 c/n 22870

454-459
Brooks 1913
c/n 53843



LOCOMOTIVE 458, NEW YORK, CHICAGO & ST. LOUIS RAILROAD, PULLS OUT OF BLOOMINGTON, ILL. OKM



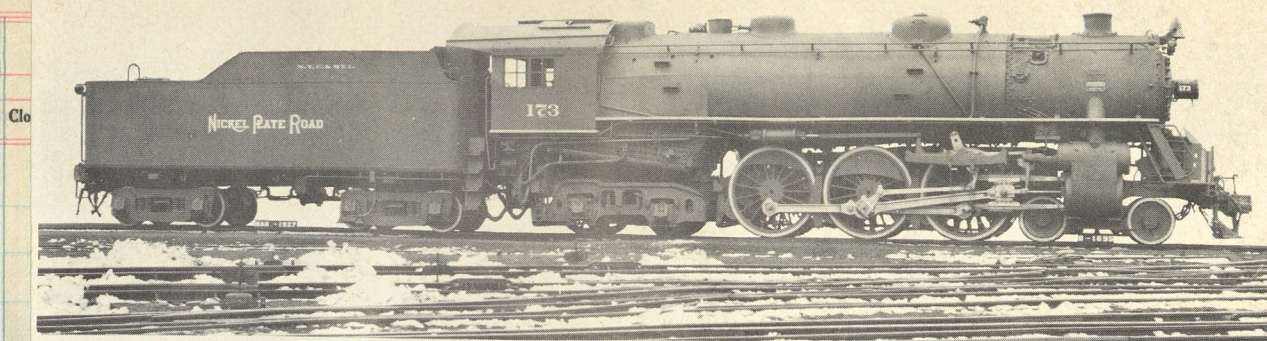
Trn #8 "hooks up" after a stop at South Gary, Indiana

Lucius Beebe

170-173

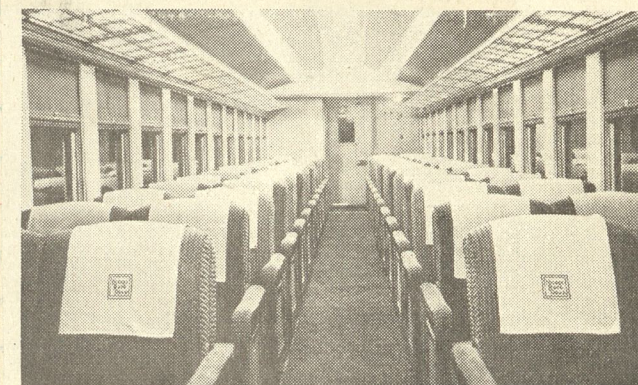
c/n 67214

Brooks 1927



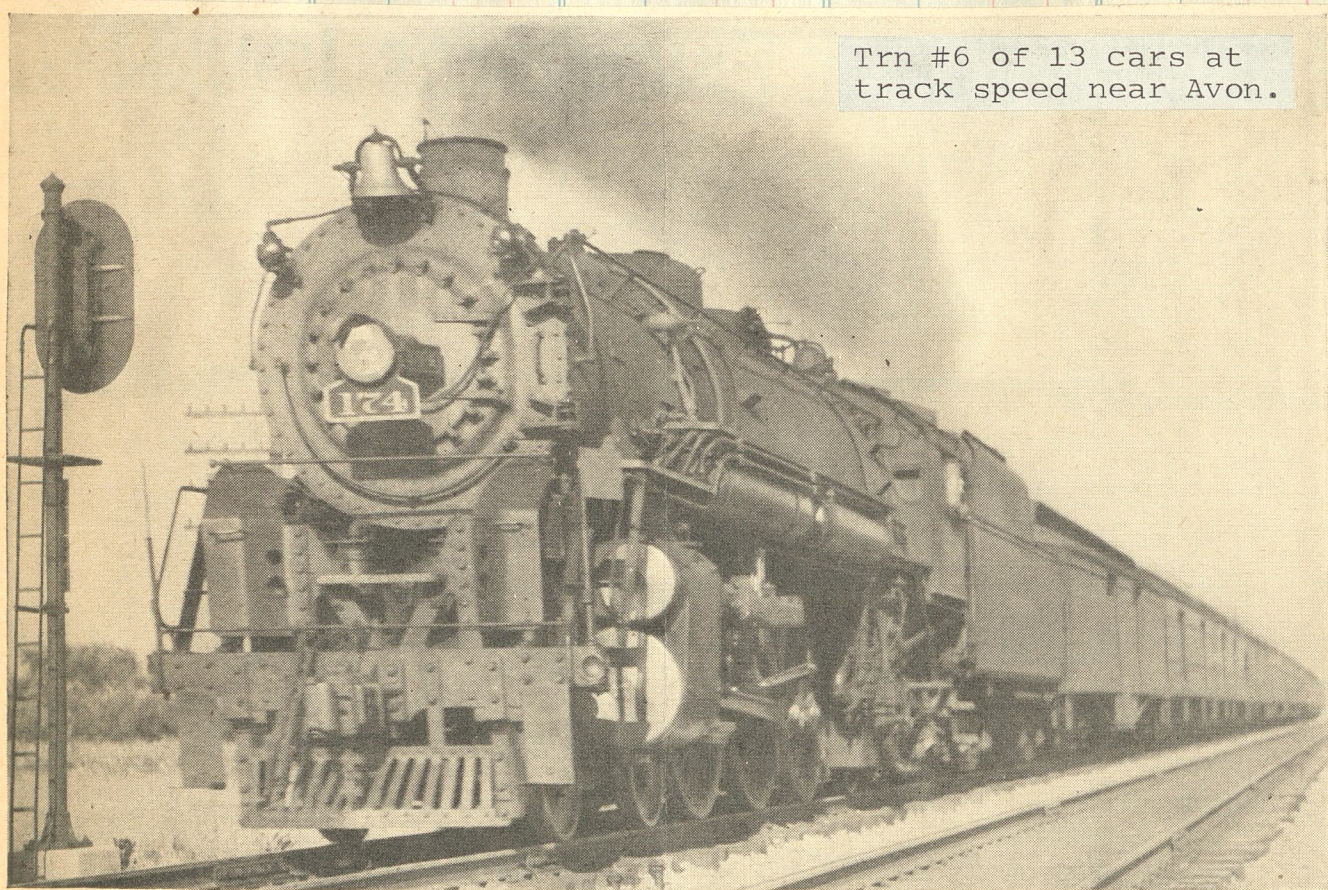
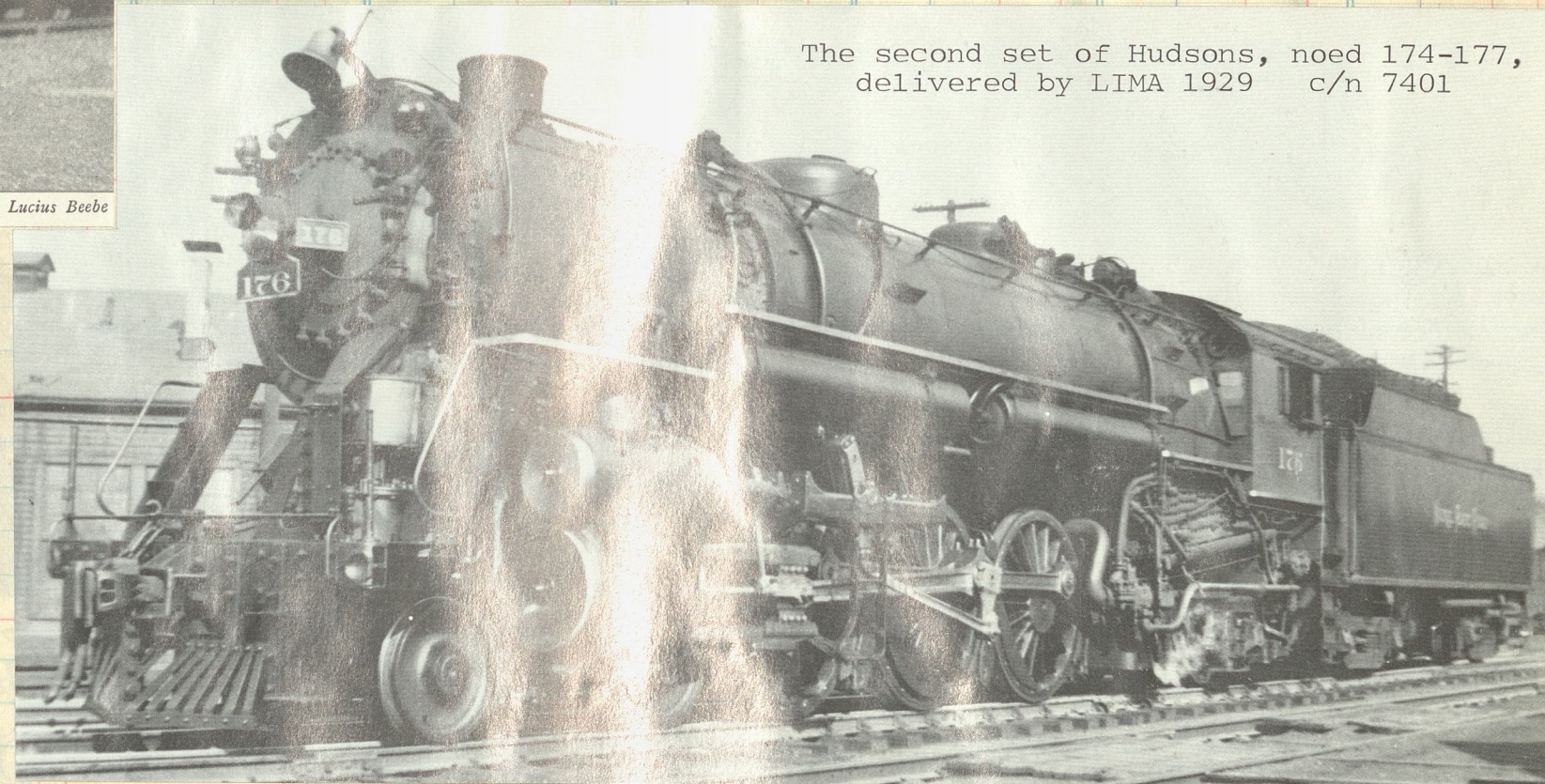
NICKEL PLATE'S ENGINE 171 ROARING EAST OUT OF HAMMOND, IND.

Dick Cook



COMFORTABLE MODERN COACHES

The second set of Hudsons, noed 174-177, delivered by LIMA 1929 c/n 7401

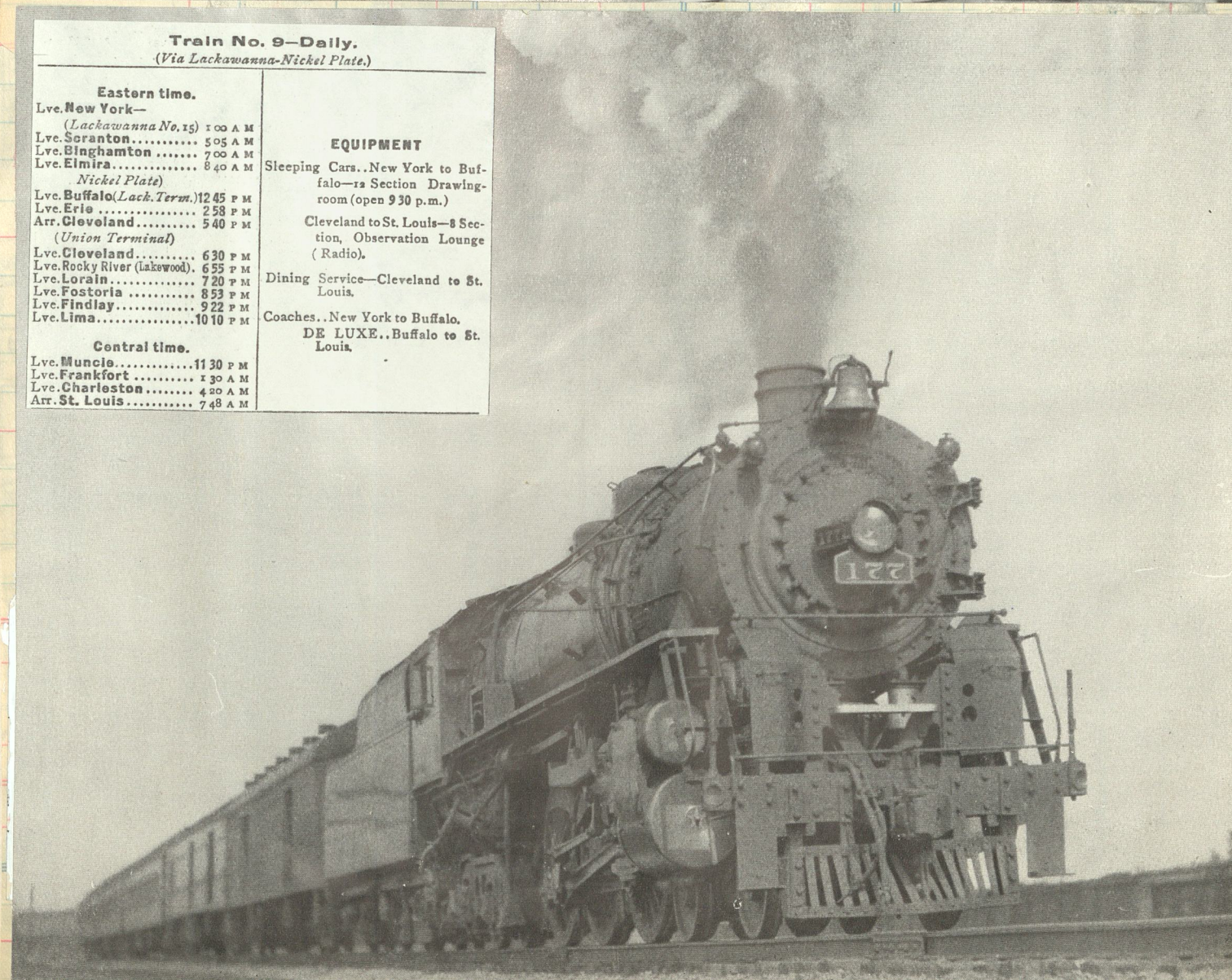


Trn #6 of 13 cars at track speed near Avon.

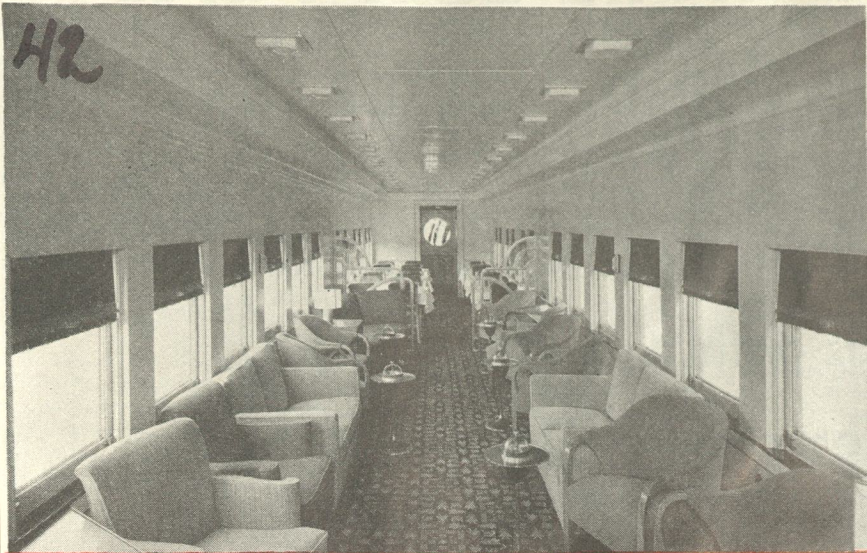
Train No. 9-Daily. (Via Lackawanna-Nickel Plate.)	
Eastern time.	
Lve. New York— (Lackawanna No. 15) 1:00 A.M.	
Lve. Scranton..... 5:05 A.M.	
Lve. Binghamton..... 7:00 A.M.	
Lve. Elmira..... 8:40 A.M.	
Nickel Plate	
Lve. Buffalo (Lack. Term.) 12:45 P.M.	
Lve. Erie..... 2:58 P.M.	
Arr. Cleveland..... 5:40 P.M.	
(Union Terminal)	
Lve. Cleveland..... 6:30 P.M.	
Lve. Rocky River (Lakewood) 6:55 P.M.	
Lve. Lorain..... 7:20 P.M.	
Lve. Fostoria..... 8:53 P.M.	
Lve. Findlay..... 9:22 P.M.	
Lve. Lima..... 10:10 P.M.	
Central time.	
Lve. Muncie..... 11:30 P.M.	
Lve. Frankfort..... 1:30 A.M.	
Lve. Charleston..... 4:50 A.M.	
Arr. St. Louis..... 7:48 A.M.	
EQUIPMENT	
Sleeping Cars—New York to Buffalo—1st Section Drawing-room (open 9:30 p.m.)	
Cleveland to St. Louis—8 Section, Observation Lounge (Radio).	
Dining Service—Cleveland to St. Louis.	
Coaches—New York to Buffalo, DE LUXE—Buffalo to St. Louis.	



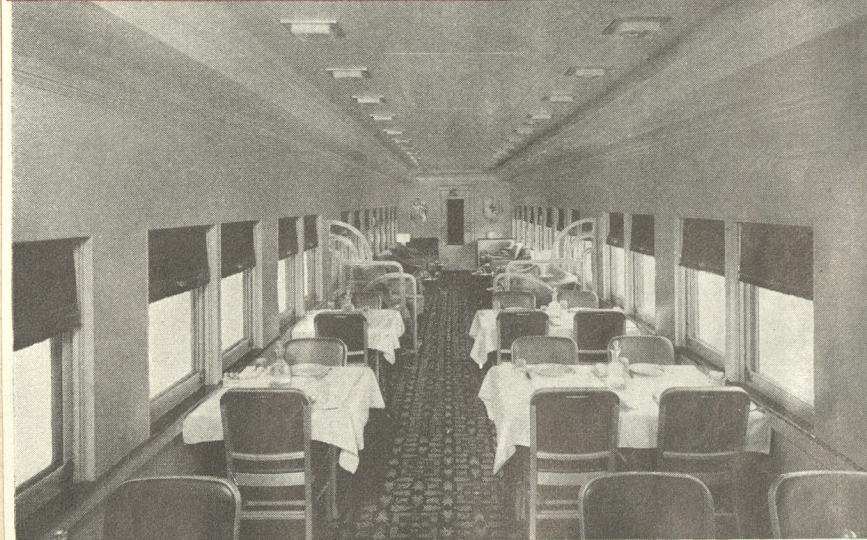
#9 leads the "NICKEL PLATE LIMITED" thru Fostoria, Ohio



#9 getting under way at Ashtabula

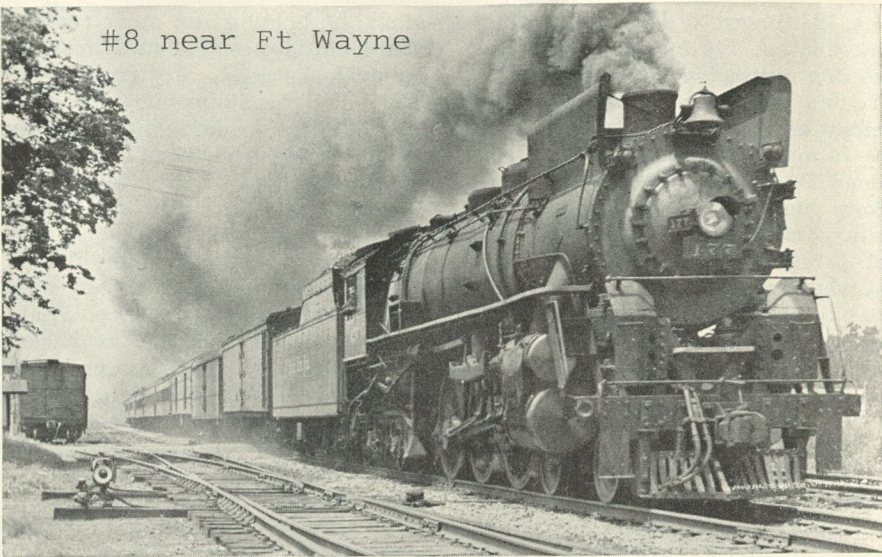


Above: Lounge end, Below: Diner end, Nickel Plate cars recently reconditioned and equipped with Multi-Vent ceilings.

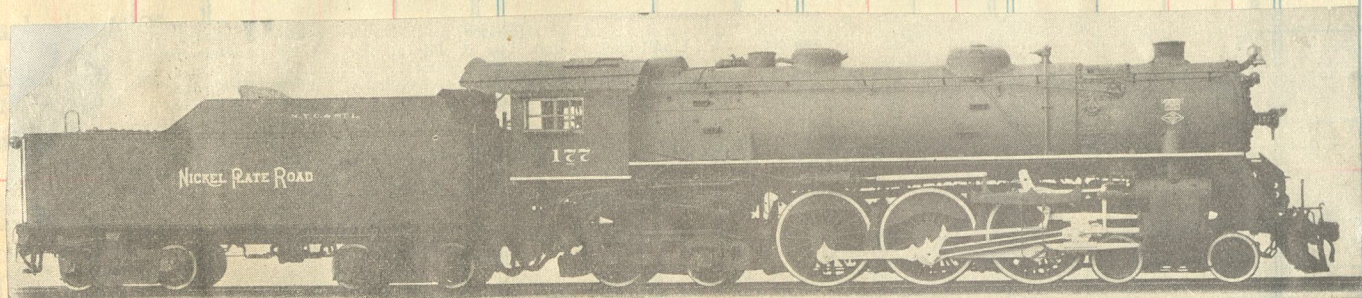


Trn #7 at Knox, Ind.

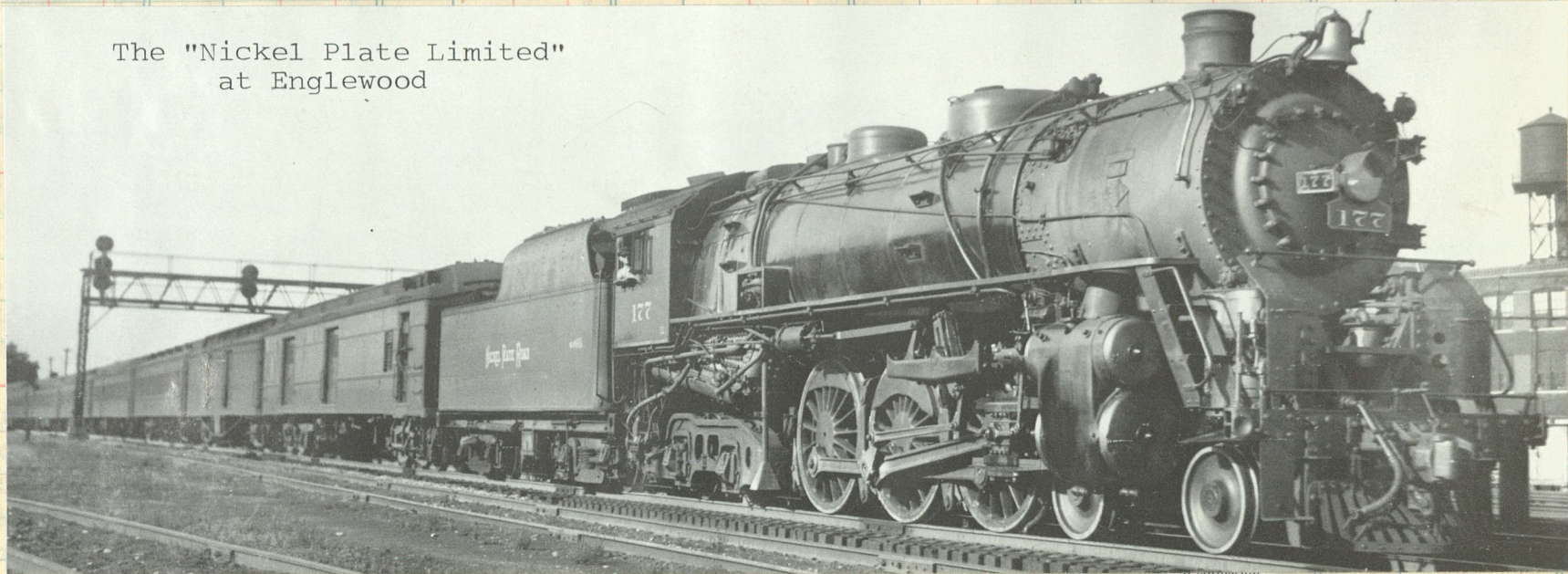
THE WESTERN.	
Train No 7-Daily.	
(Via Lackawanna-Nickel Plate.)	
Eastern time.	
Lve. New York— (Lackawanna No. 7) 6:30 P M	EQUIPMENT. Sleeping Cars, New York To Chi- cago—8 Section Sun Parlor Observation Lounge. New York To Cleveland— 10 Section, Drawing-room, 1 Compartment. Dining Car Service. Coaches—DELUXE—New York to Chicago and Buffalo to Chi- cago (Ladies' Lounge).
Lve. Newark 7:00 P M	
Lve. Scranton 10:20 P M	
Lve. Binghamton 11:45 P M	
Lve. Elmira 1:00 A M	
(Nickel Plate)	
Lve. Buffalo (Lack. Term.) 4:40 A M	Central time.
Lve. Erie 6:05 A M	
Lve. E. Cleveland (Superior) 8:05 A M	
Arr. Cleveland 8:30 A M	
(Union Terminal)	
Lve. Cleveland 8:40 A M	Central time.
Lve. Rocky River (Lakewood) 9:05 A M	
Lve. Lorain 9:29 A M	
Lve. Fort Wayne 11:58 A M	
Arr. Englewood (63d St.) 3:10 P M	
Arr. Chicago— (La Salle St. Sta.) 3:30 P M	



#8 near Ft Wayne



Nickel Plate 4-6-4 Type Built by Lima Locomotive Works, Inc. 1929 174-177



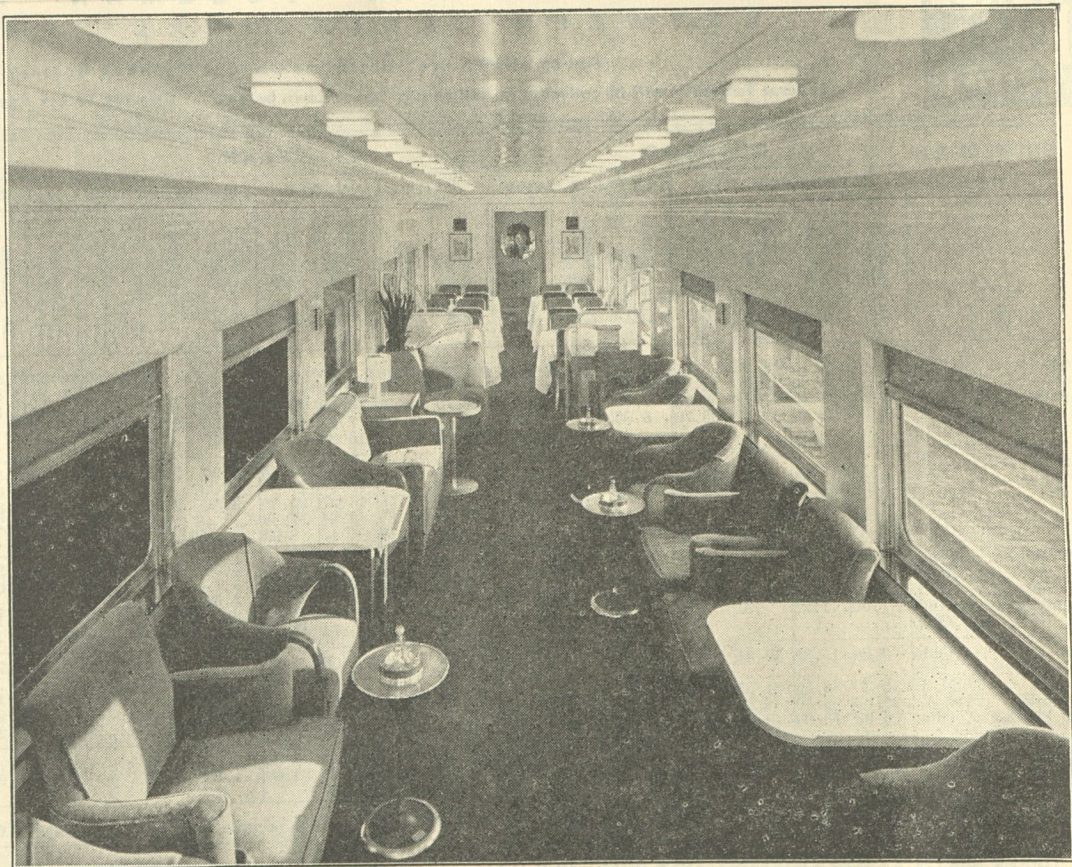
The "Nickel Plate Limited"
at Englewood



There's a definite chill in the air this morning as Trn #8,
the eastbound Nickel Plate Limited, departs Chicago and glides
along near 71st St.

NICKEL
PLATE
ROAD

DINER
LOUNGE
SERVICE



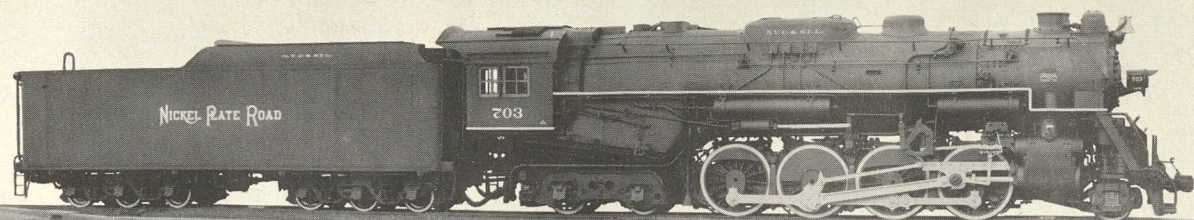
• The Nickel Plate Road is proud
of the service it offers to patrons of its dining
and lounge cars, and invites you to partake of
its hospitality.

Delicious meals and tasty snacks—all carefully prepared
by Nickel Plate's own chefs—are available at reasonable
prices.

The lounge sections of these luxurious cars offer pleasant
accommodations for relaxation and refreshments. 1939

• M. MacEndree
SUPERINTENDENT DINING CARS
Nickel Plate Road
Cleveland 1, Ohio

Clos. No. Sold



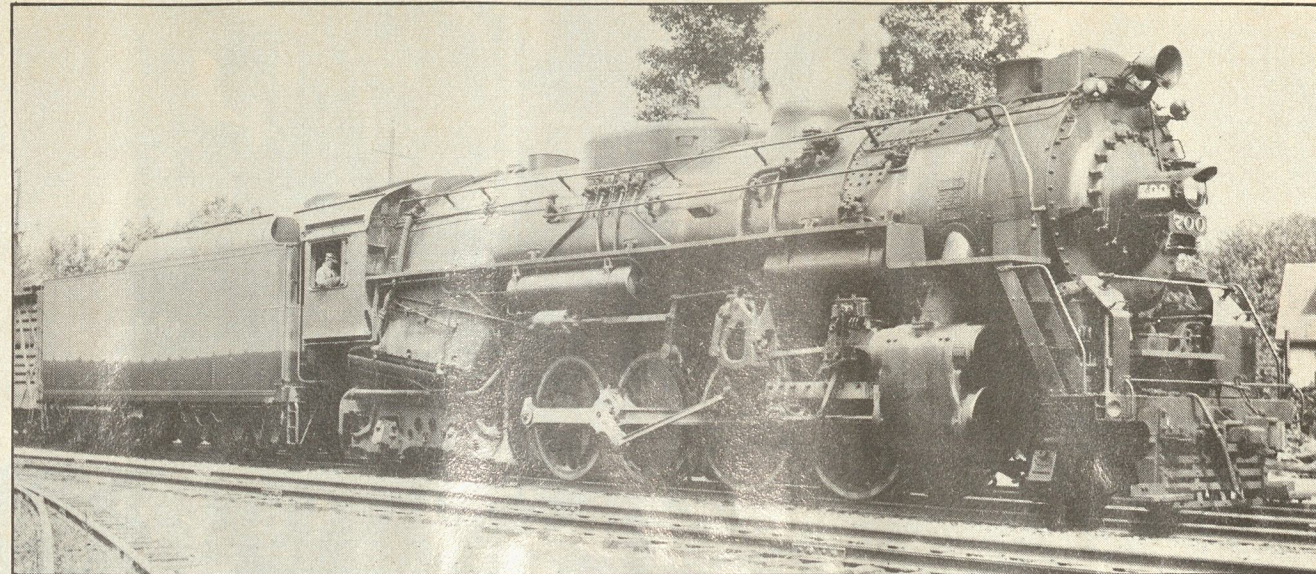
Class S

c/n 68649



at Elwood, Ind.
c/n 68655

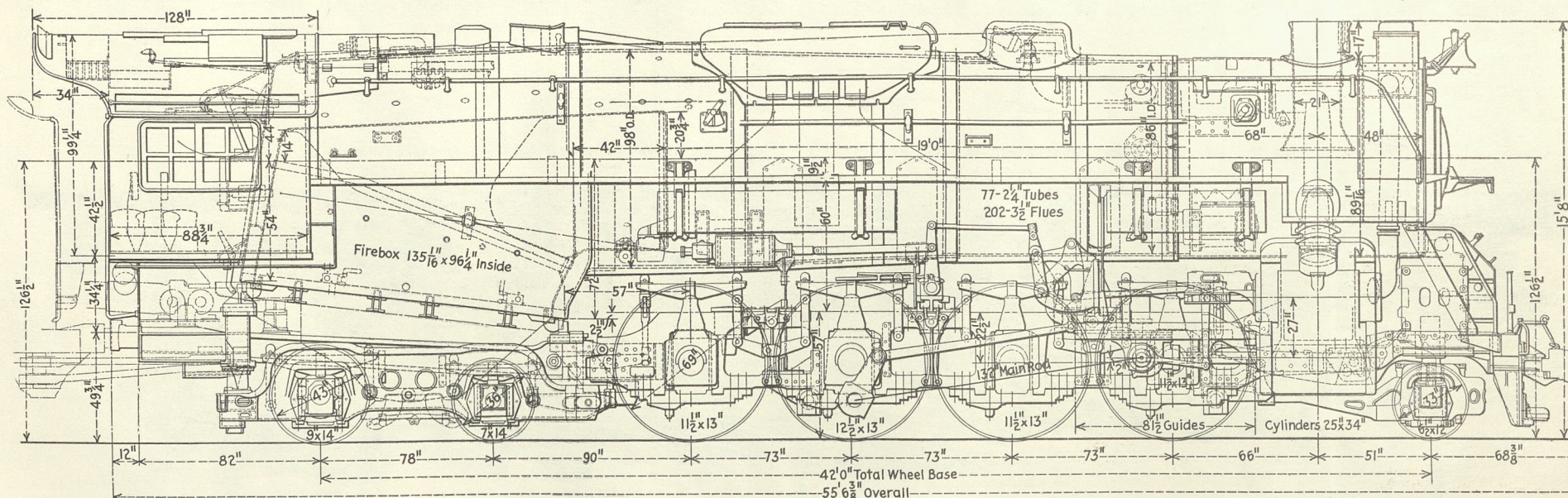
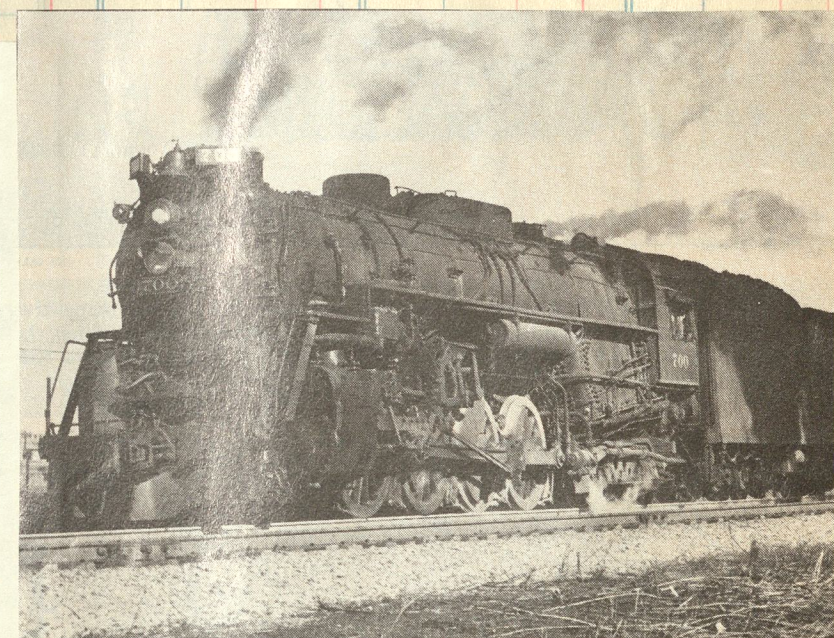
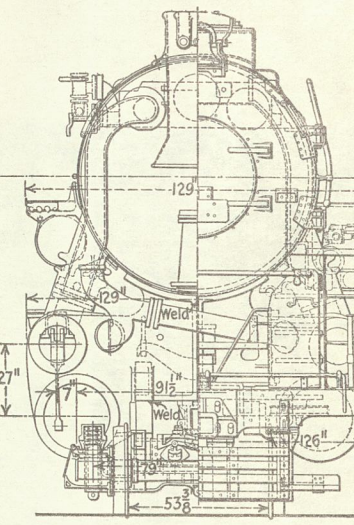
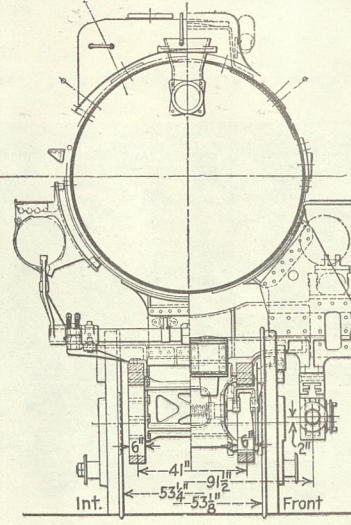
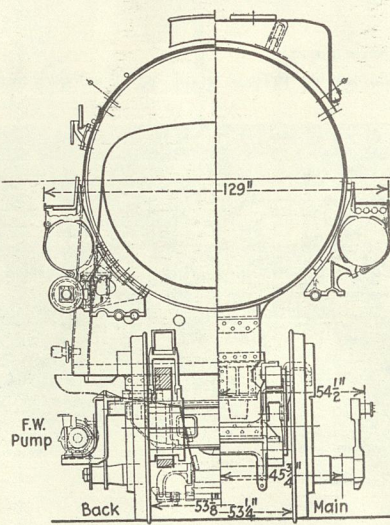
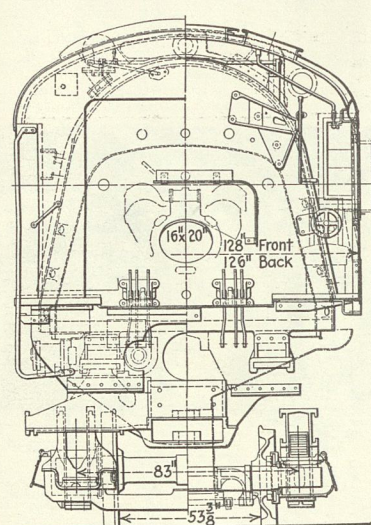
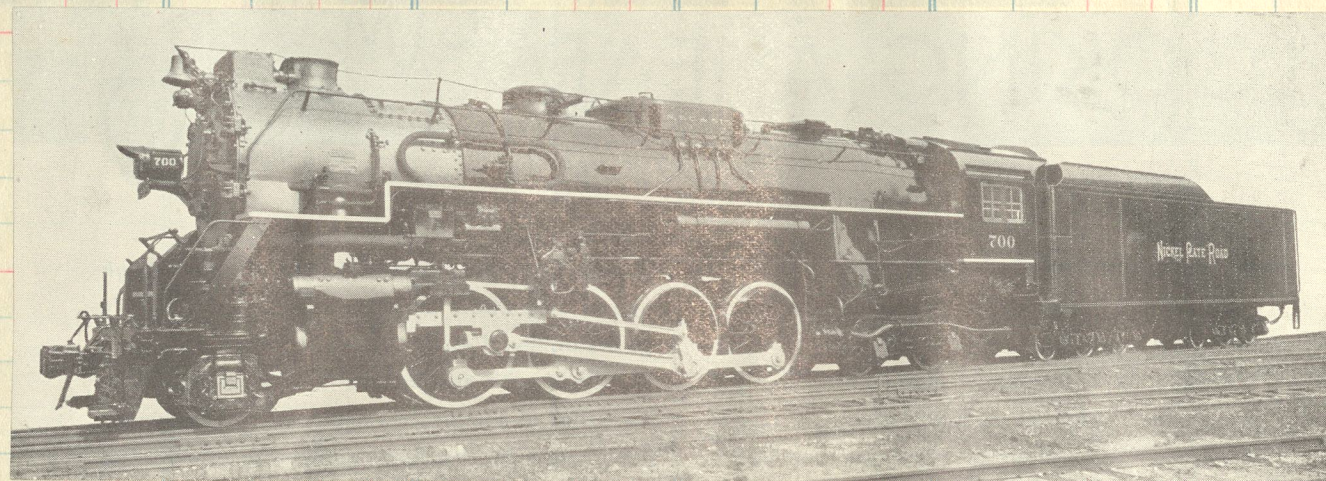
CLYDE E. HELMS, LEE HASTMAN COLLECTION



700-714

c/n 68646

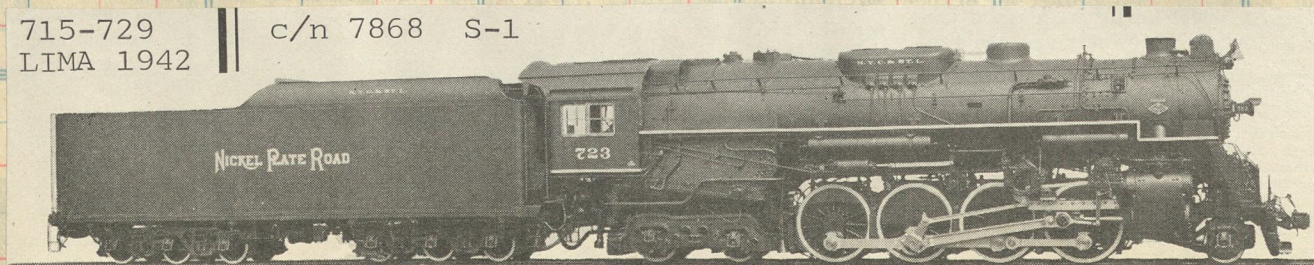
Schenectady 1934



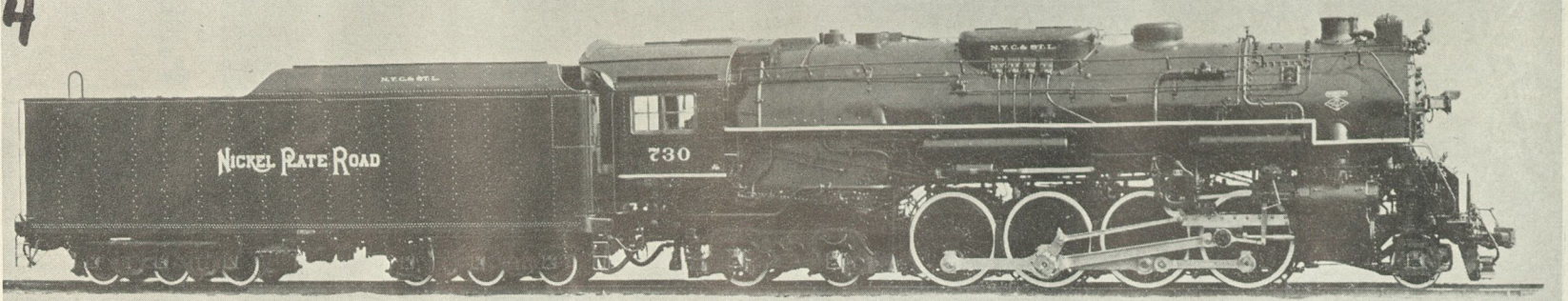
New York, Chicago & St. Louis freight locomotive No. 703, Class S, built by the American Locomotive Company, Schenectady Works, August 1934.

715-729
LIMA 1942

c/n 7868 S-1



44



730-739

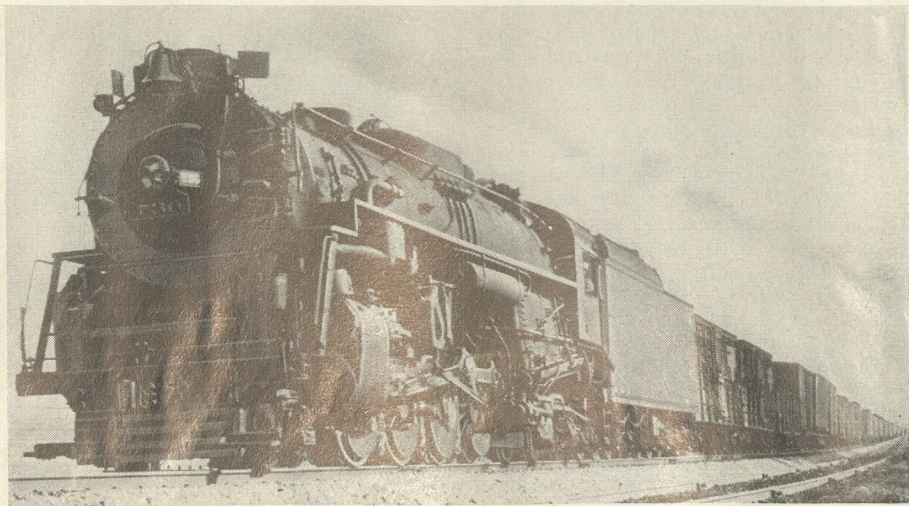
c/n 8003

LIMA 1943

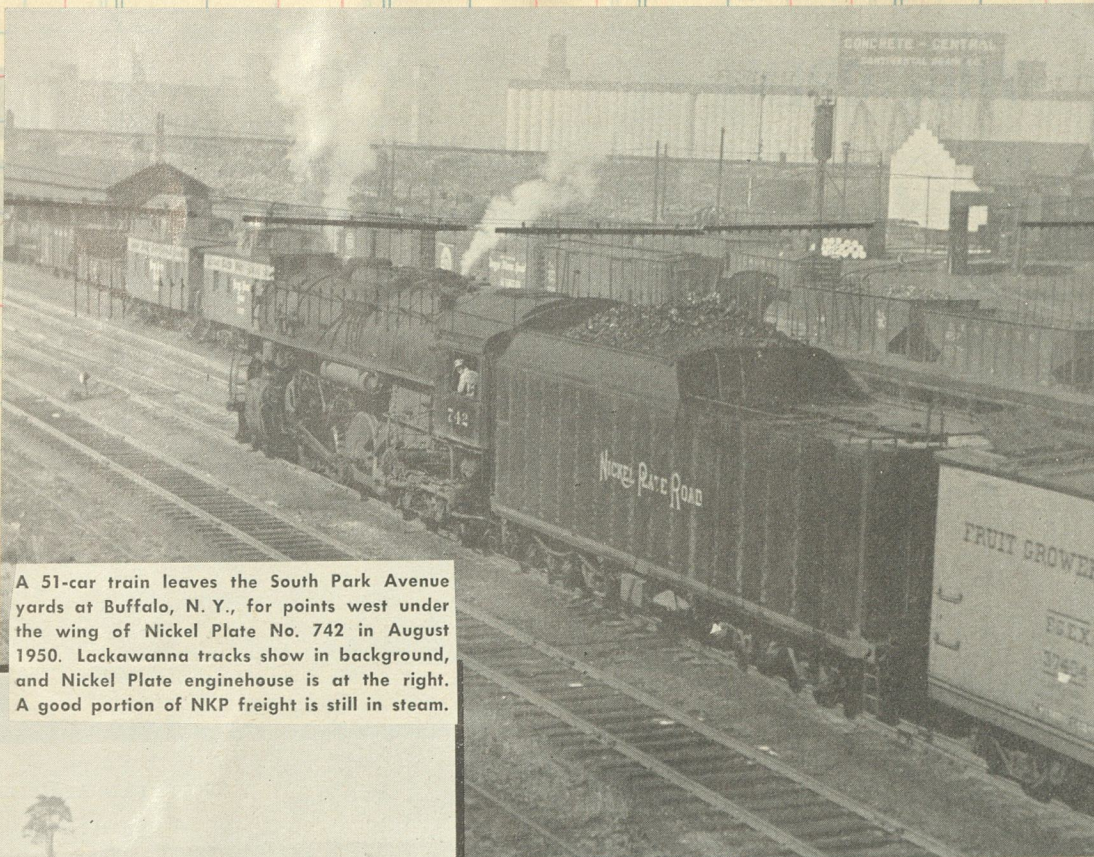
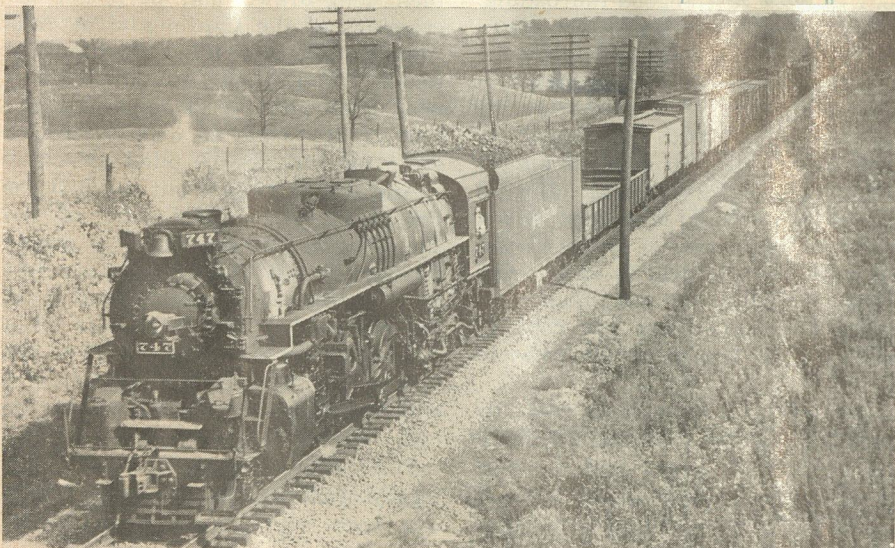
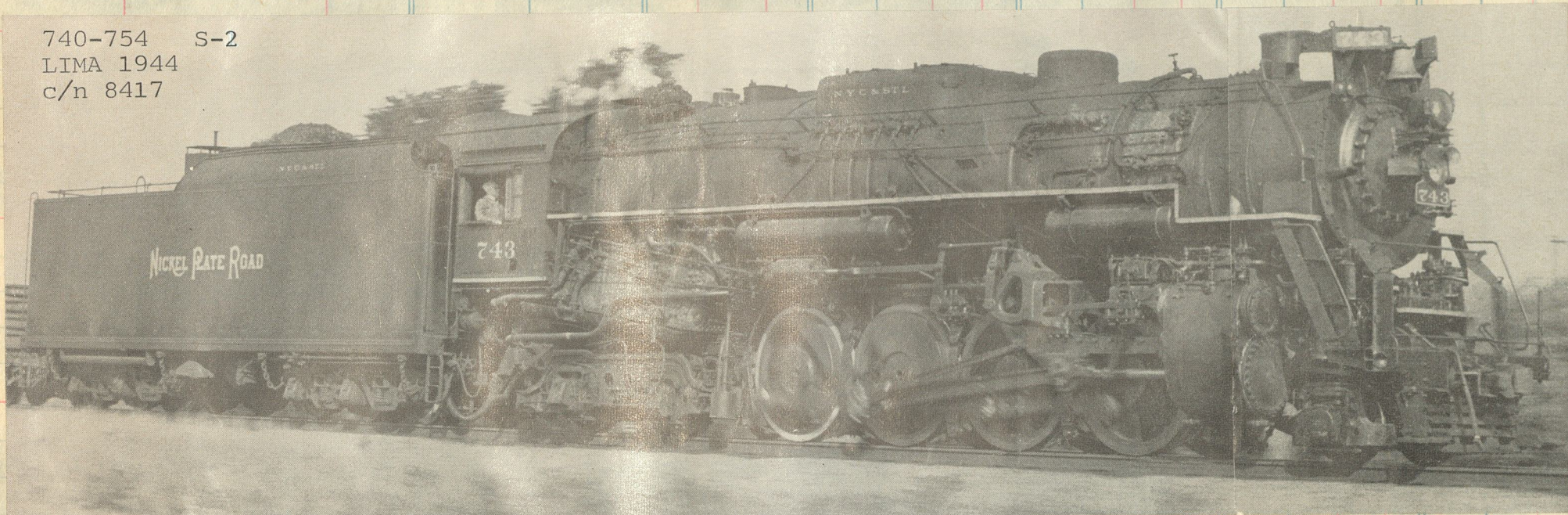
NKP
S-1
25" x 34"
64,100 lbs.
69"
258,000 lbs.
421,000 lbs.
90.3 sq. ft.
245 lbs.
4772 sq. ft.

22,000 gals.
22 tons

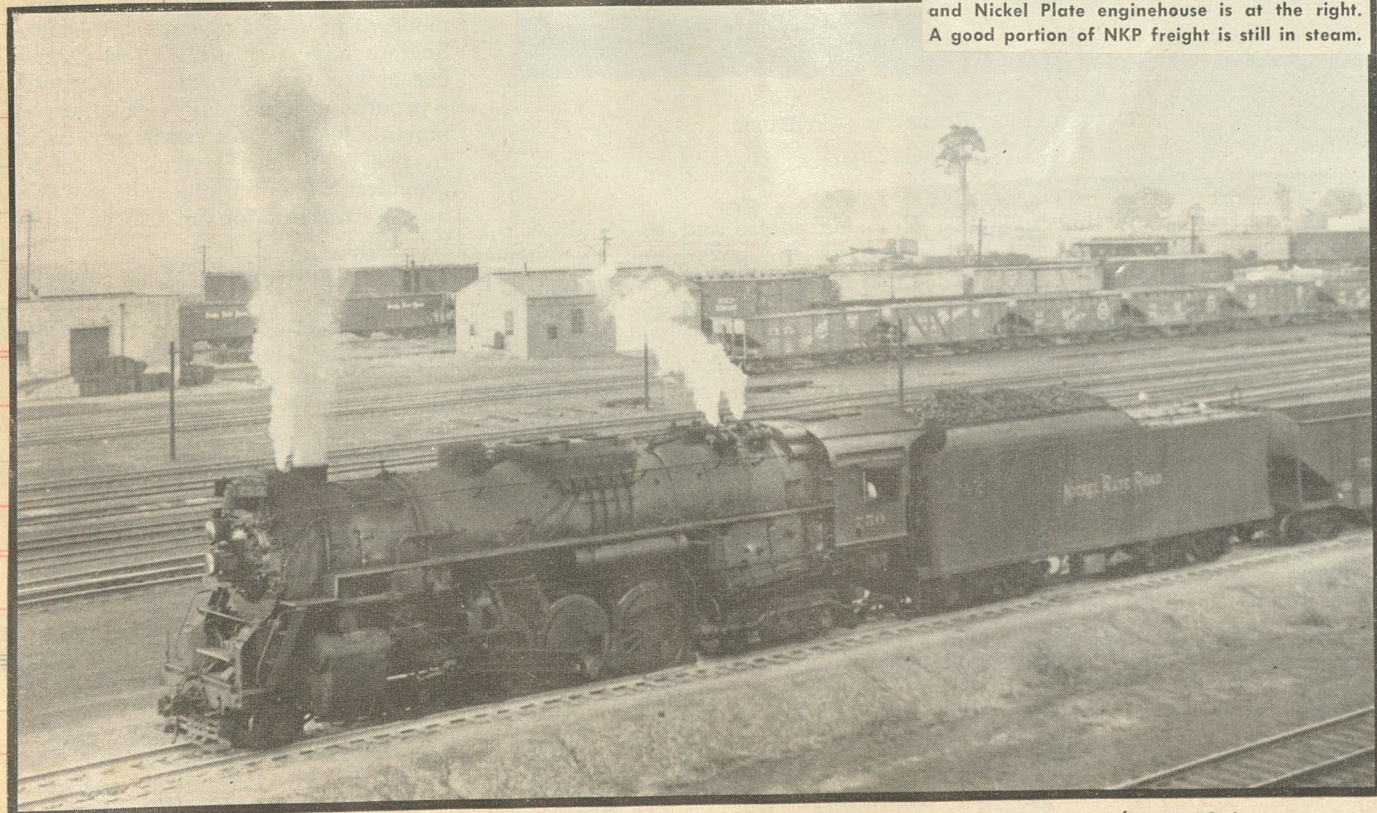
Bellevue, Ohio July 1957
c/n 8012



740-754 S-2
LIMA 1944
c/n 8417

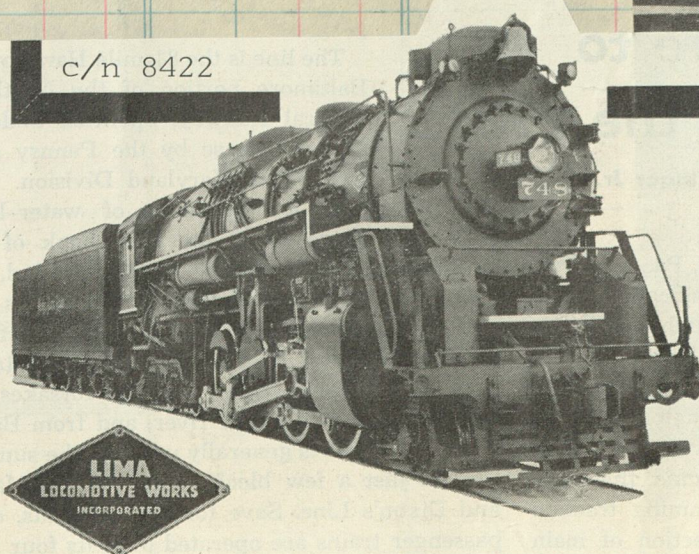


A 51-car train leaves the South Park Avenue yards at Buffalo, N. Y., for points west under the wing of Nickel Plate No. 742 in August 1950. Lackawanna tracks show in background, and Nickel Plate enginehouse is at the right. A good portion of NKP freight is still in steam.



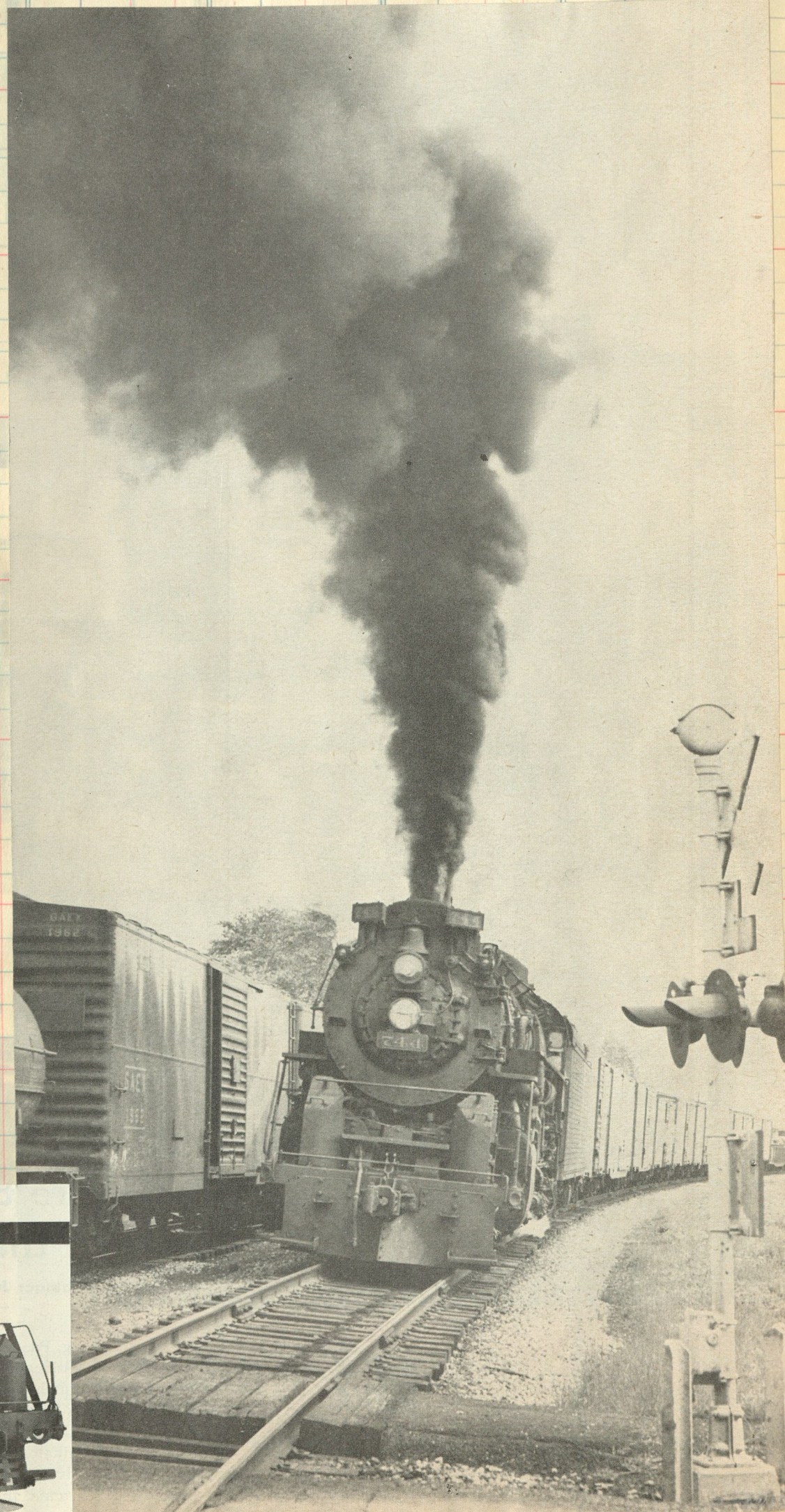
#750 c/n 8424

NICKEL PLATE No. 37 LEAVES BELLEVUE, O., AT 5:55 P.M.



c/n 8422

LIMA
LOCOMOTIVE WORKS
INCORPORATED



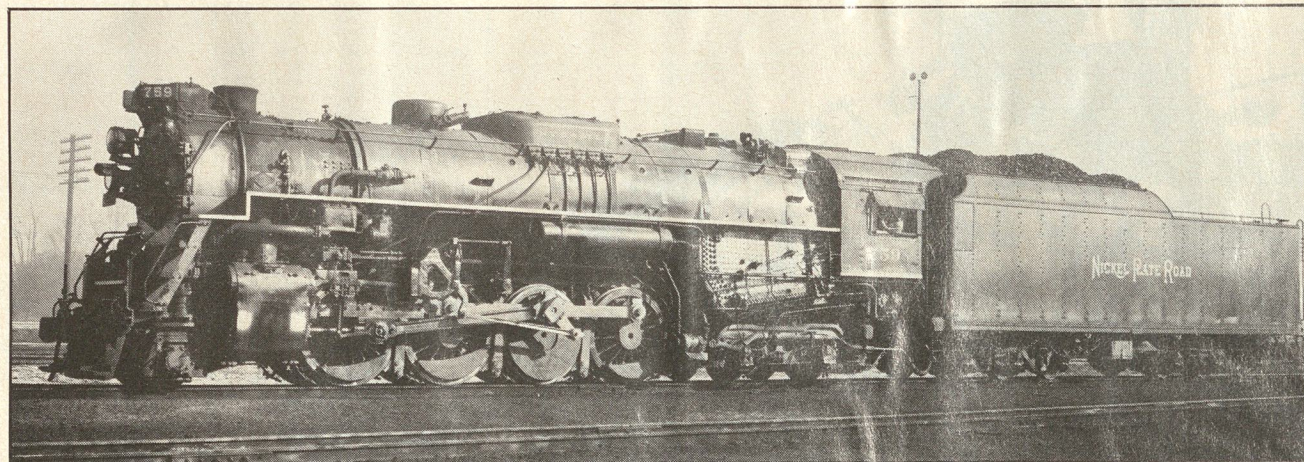
Coming up the passing track at Perry, Oh.

755-769
LIMA 1944
c/n 8667



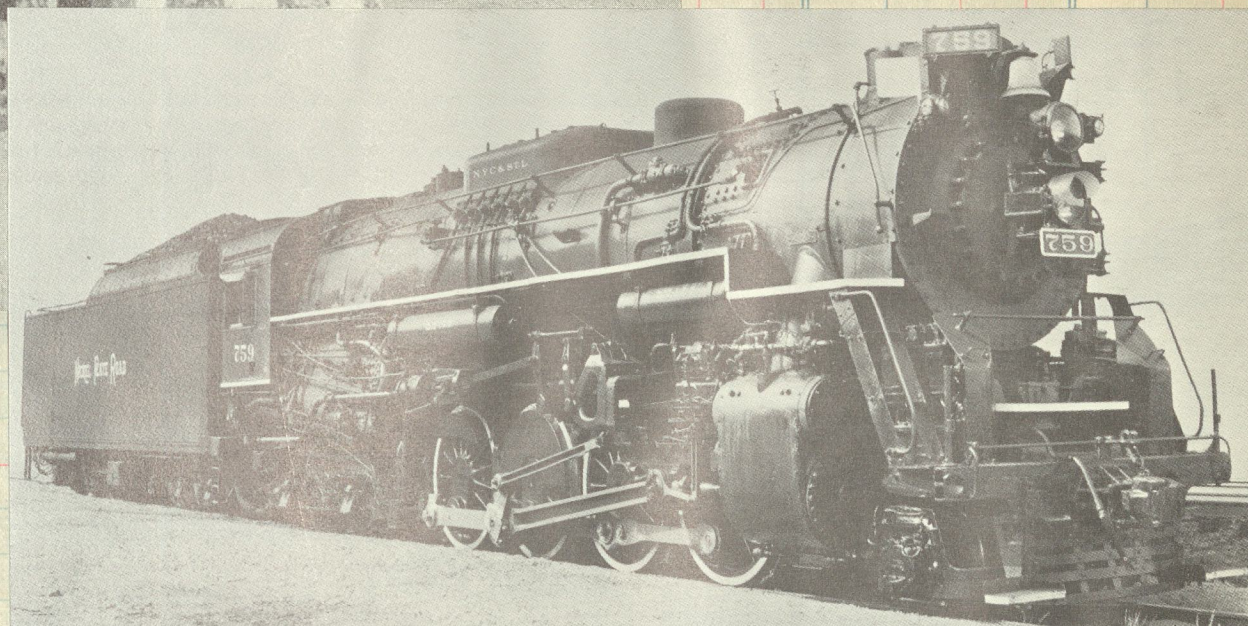
Knox, Ind.

On the Chicago Div of
the Nickel Plate Dst.



WILLIAM SWARTZ

NKP 759 was just another Berkshire on November 14, 1953, at Ft. Wayne, Indiana. In 1968 she would become the first Van Sweringen 2-8-4 to be reborn for fantrips.



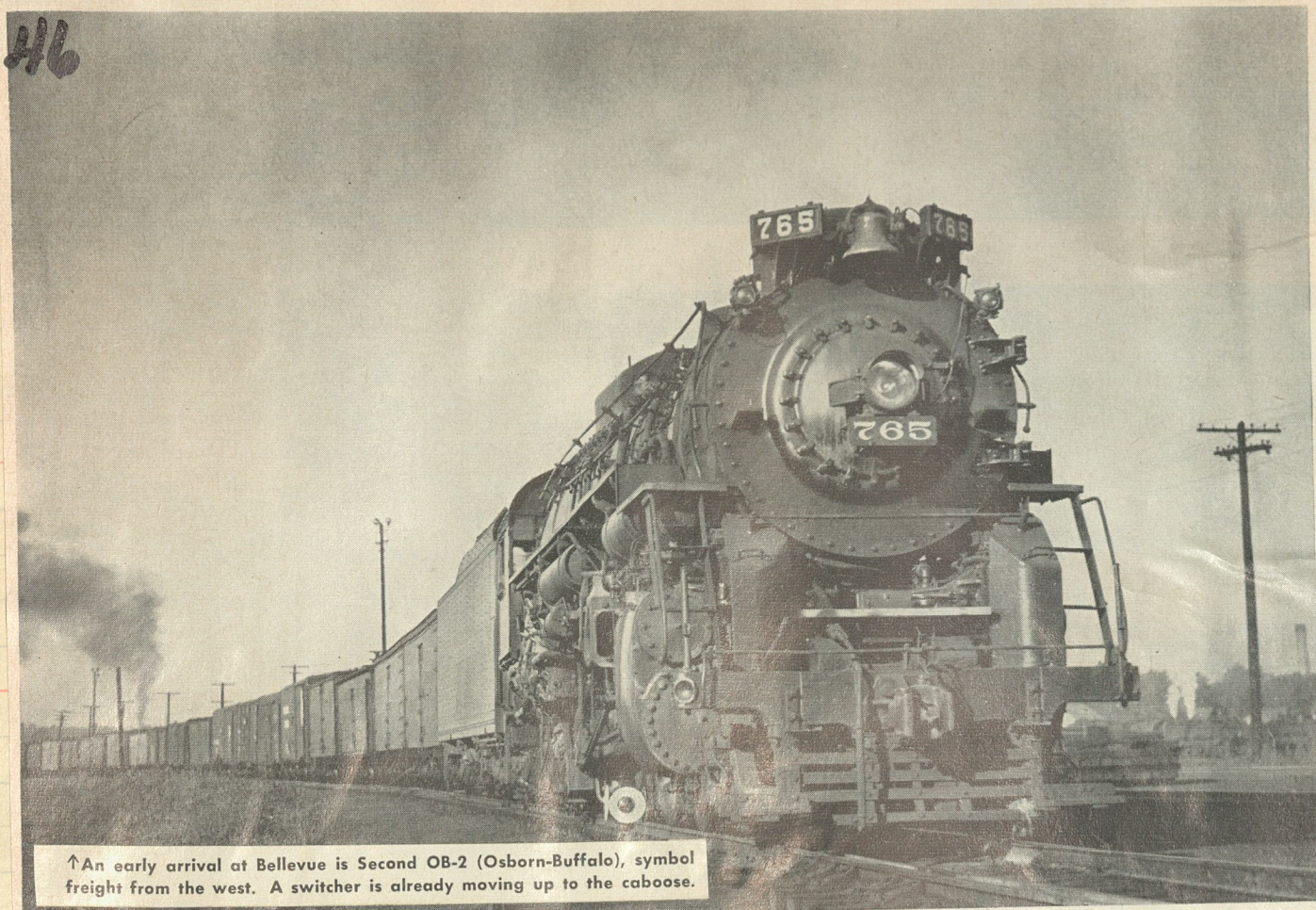
Former Nickel Plate Road No. 759, a Berkshire, represents, perhaps, the ultimate in modern high-horsepower, high-speed reciprocating power as developed in the United States. She was built in August 1944. The 759 was completely overhauled in May 1958, but because of dieselization of the NKP, was never returned to service. For several years she was stored serviceable and later placed in the Steamtown Museum at Bellows Falls, Vermont.

It is with considerable pride that High Iron Company is now operating No. 759. After a stint of break-in runs, No. 759 drew the Palmerton Festival Limited on September 21, 1968; the Mohawk Valley Limited to Niagara Falls, October 12-13, 1968; two specials for the National Railway Historical Society out of Roanoke, Va., November 2-3, 1968; and the Golden Spike Centennial Train from points East to Kansas City, Missouri.

c/n 8671



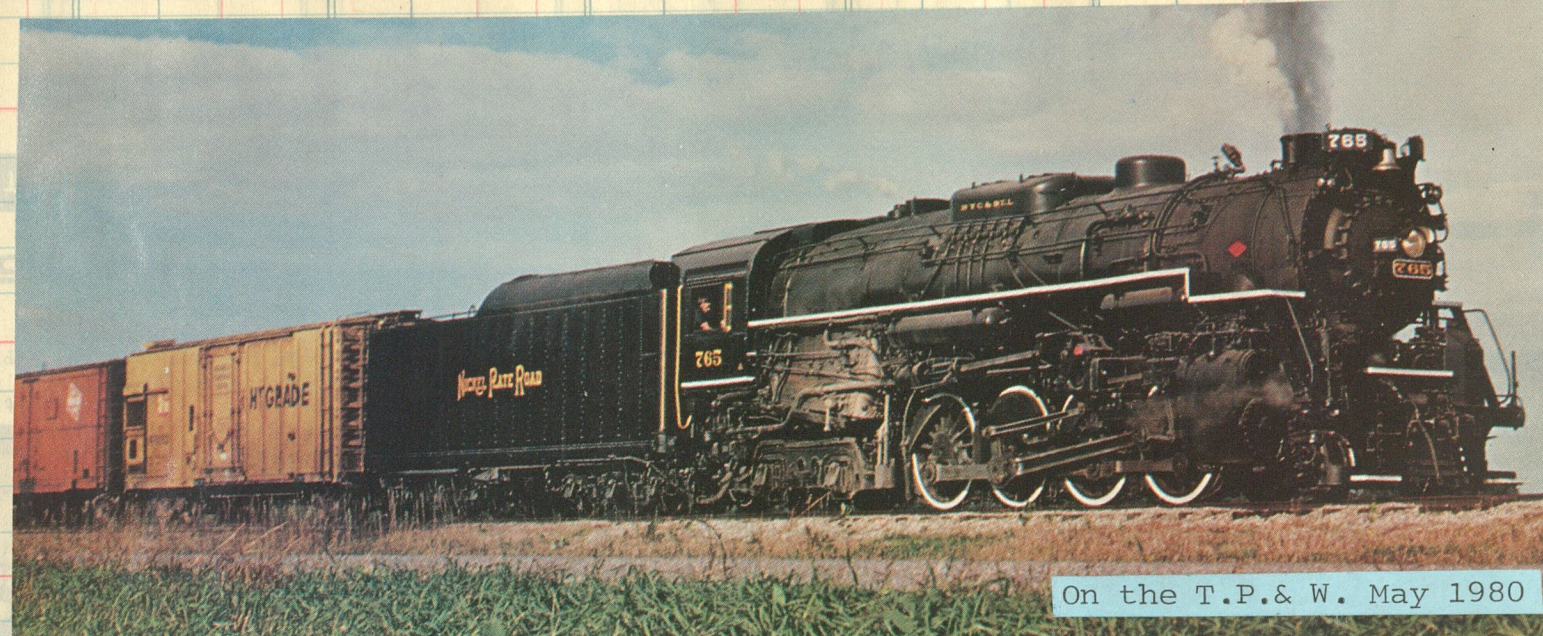
On the
table at
Conneaut



↑An early arrival at Bellevue is Second OB-2 (Osborn-Buffalo), symbol freight from the west. A switcher is already moving up to the caboose.



NO MIRAGE: A Nickel Plate Berkshire in steam on the old NKP main across Ohio (above, at Miller City) is a reality December 1, 1979, as 765 ferries herself from Fort Wayne, Ind., to Bellevue and then on to Sandusky for winter storage in preparation for 1980 outings on Toledo, Peoria & Western.



On the T.P. & W. May 1980

The 765 was 'put out to pasture' while still in her prime. Built at LIMA in September of 1944 [c/n 8673] she was retired in June of 1958. In 1963 she was donated to the city of Fort Wayne and placed on static display in Lawton Park. The historical society of Ft Wayne came to her rescue in 1975 and after four years of devoted volunteer efforts was made operational in the fall of 1979. Today she runs, frisky as ever, on numerous excursions hauling her faithful admirers.

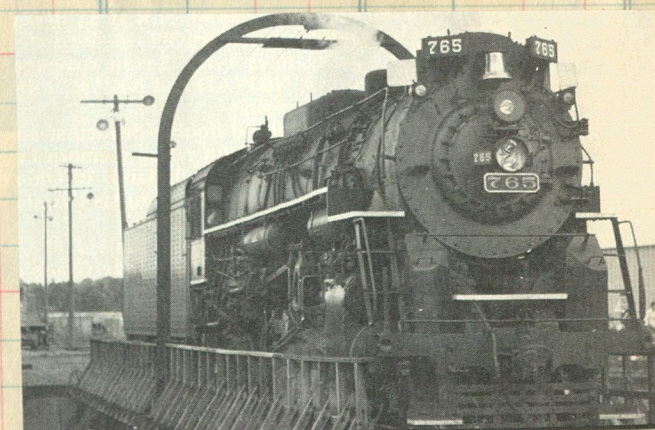


HOMER R. HILL

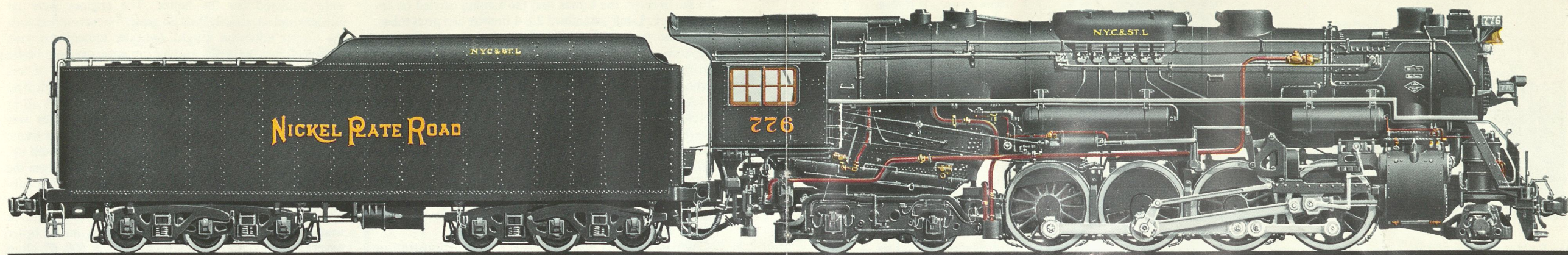
Swinging by Patio Tower, on the L. & N., at Winchester, Ky. September 3, 1984.



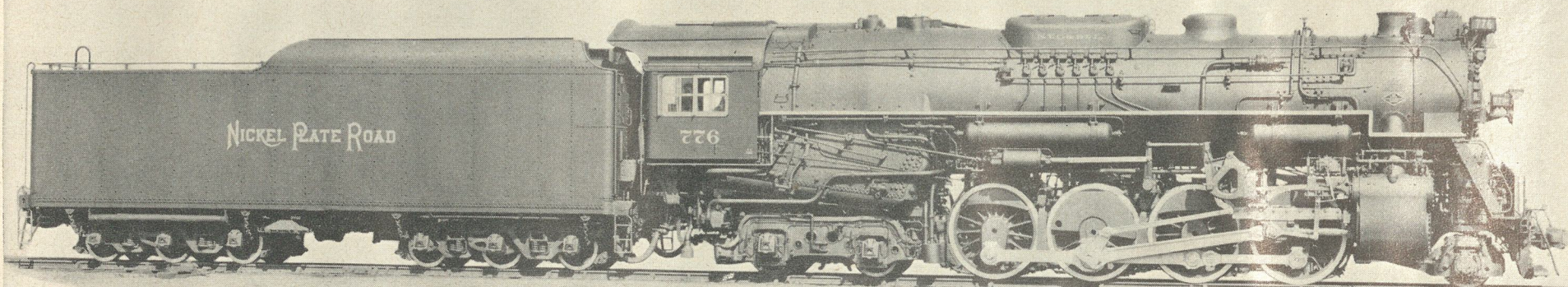
and charging thru Thurmond, W.V. with a NRHS excursion on the C&O Oct. 12, 1985.



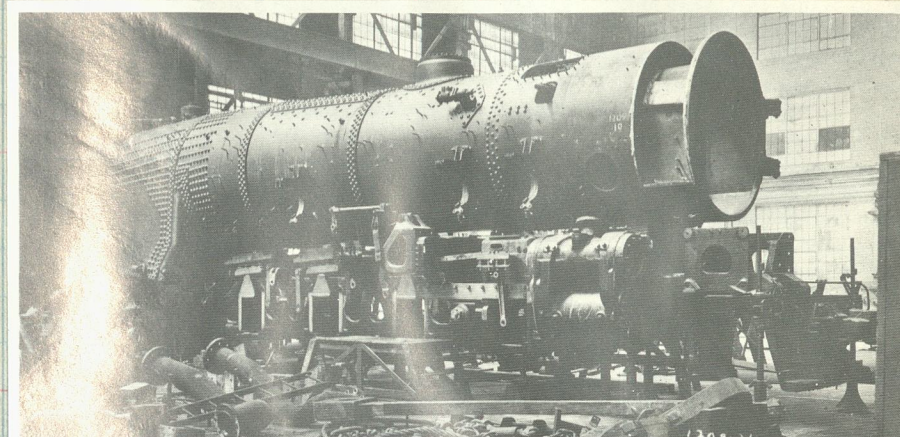
Clos. No. Sold



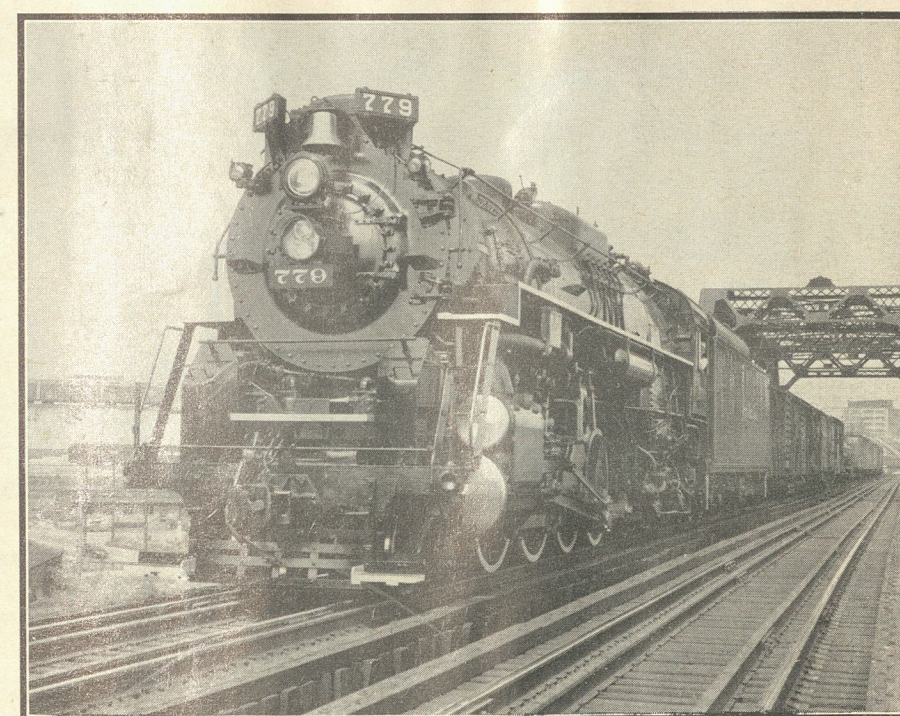
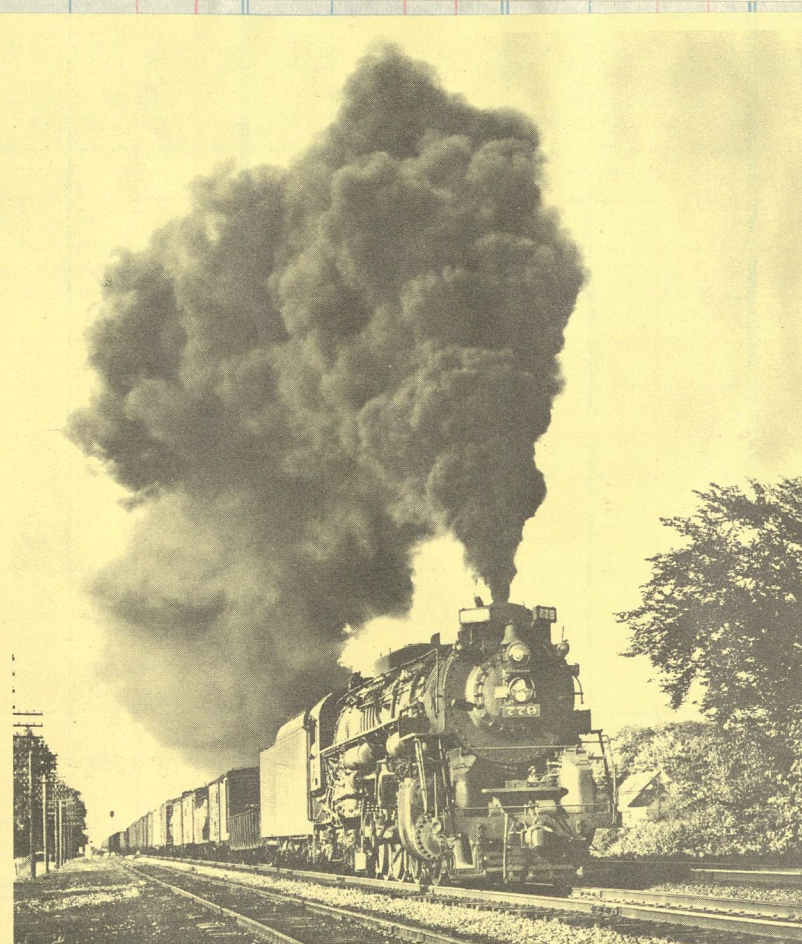
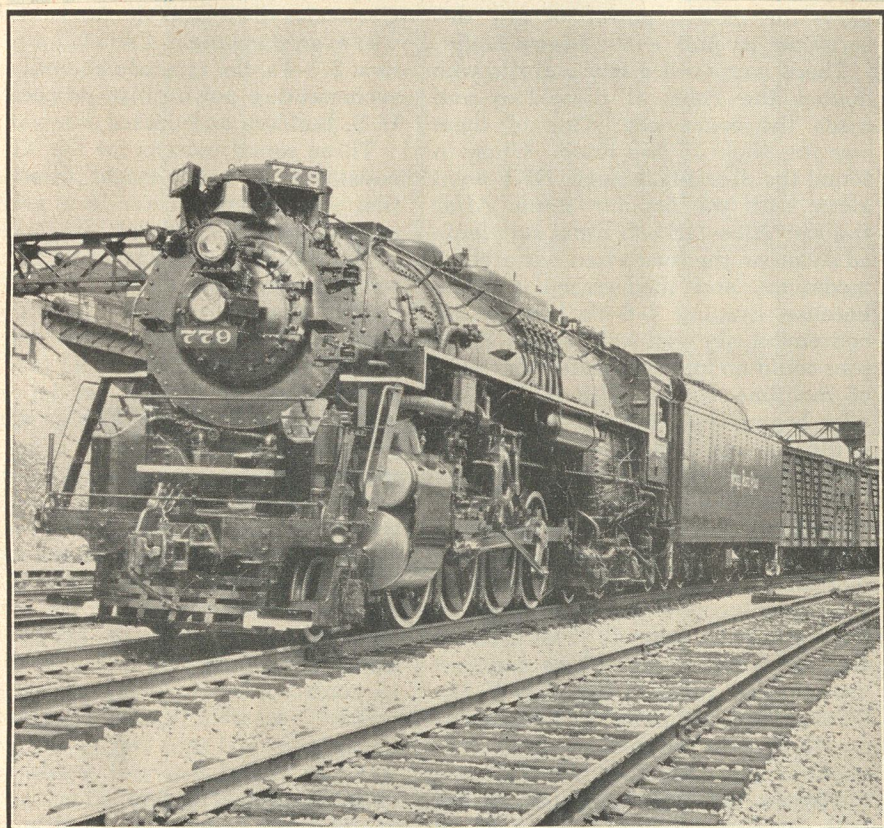
Involved in a head-on collision with the 770 at Plate, N.Y. on December 28, 1954.



c/n 9377

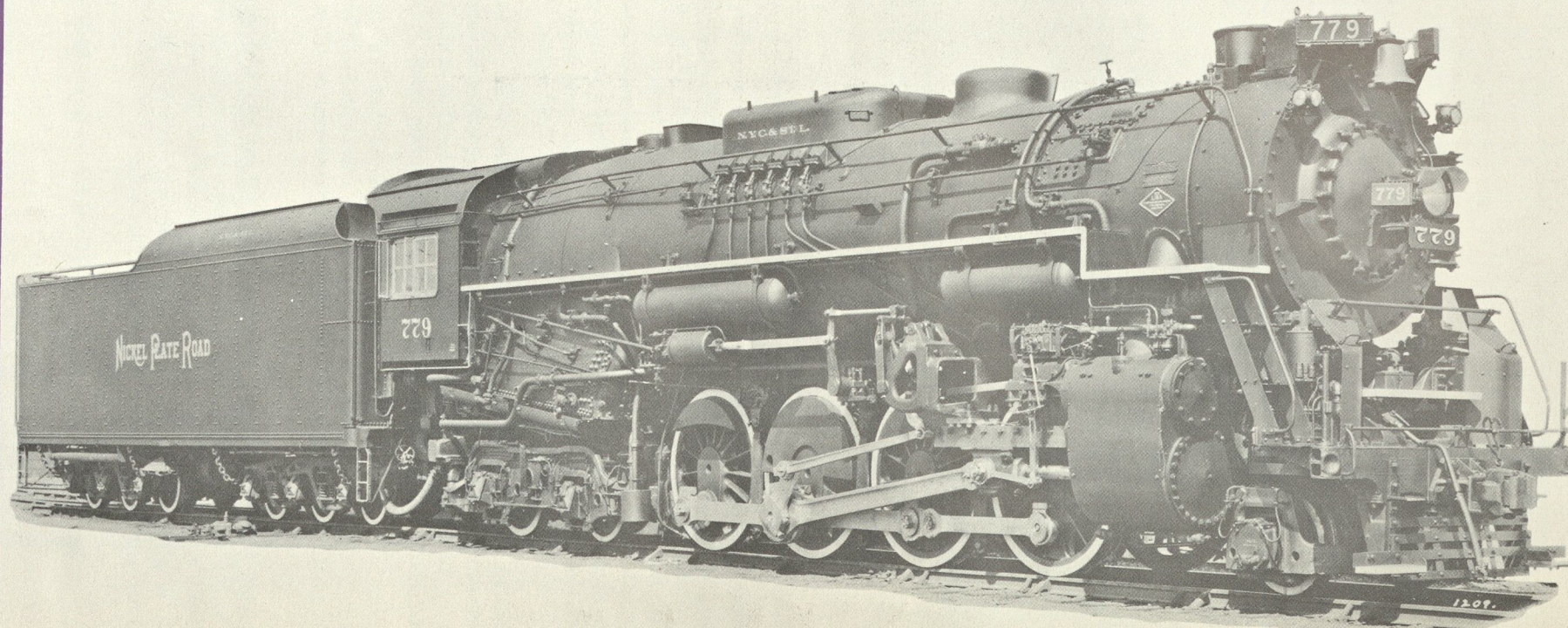


#779 on the erection floor



Principal dimensions

Class	S-3
Series	770-779
Cylinders, inches	25 x 34
Drivers, inches	69
Working pressure, pounds	245
Grate area, square feet	90.3
Weight (in pounds):	
On drivers	266,030
Engine	444,290
Engine and tender	733,130
Tractive effort, pounds	64,100
Tender capacity:	
Water, gallons	22,000
Coal, tons	22
Builder	Lima-Hamilton, 1949



F-I-N-I-S

c/n 9380

LIMA 1949

770 - 779

It was only proper that the final engine built at LIMA would be a 2-8-4, the type they introduced in 1925 and announced to the industry that their locomotives, and was proven, to be SUPER POWER. The 779 closed the steam era at LIMA and to all at "loco", designers and craftsmen, an enthusiastic "WELL DONE!!!"

Now on static display in Lincoln Park, Lima, Ohio.



Mike 627 accelerates east bound tonnage out of East Peoria on the old L.E.& W.

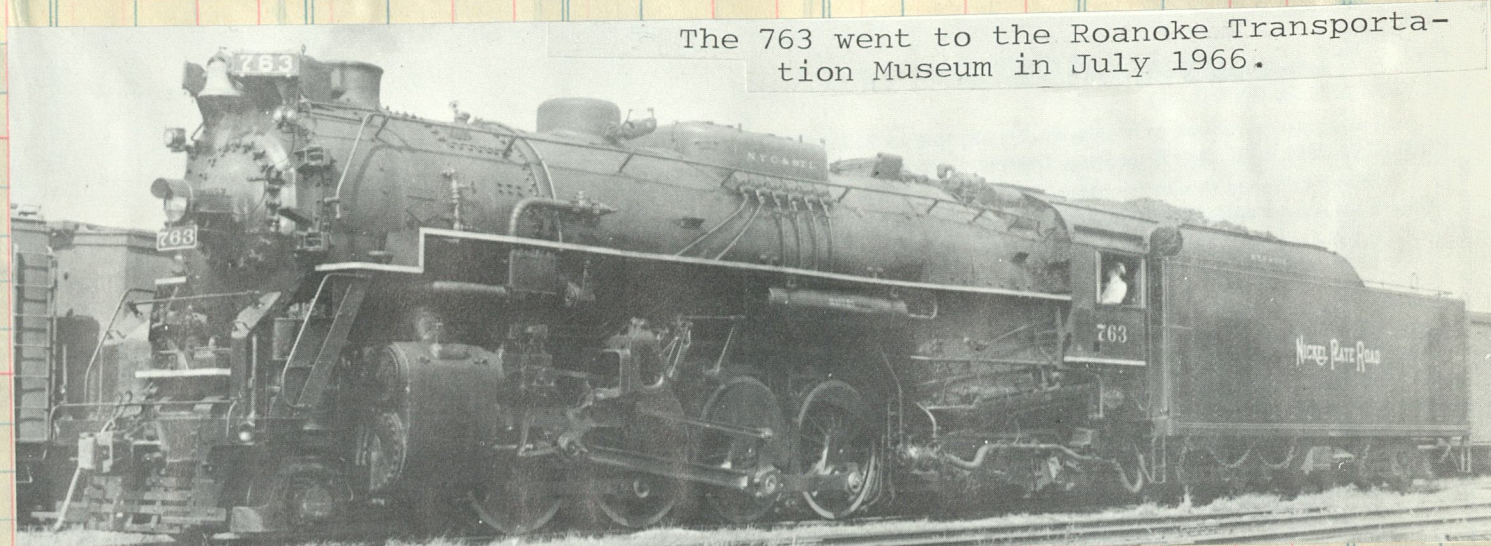
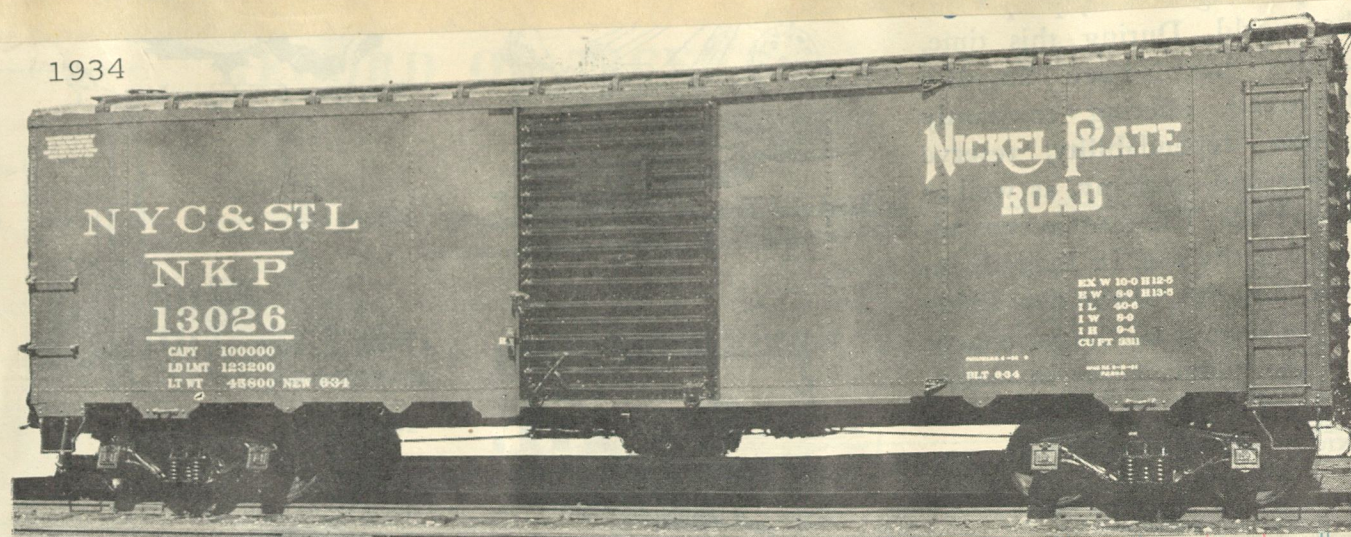


A Pillar of Steam
#768 Gary, Ind.

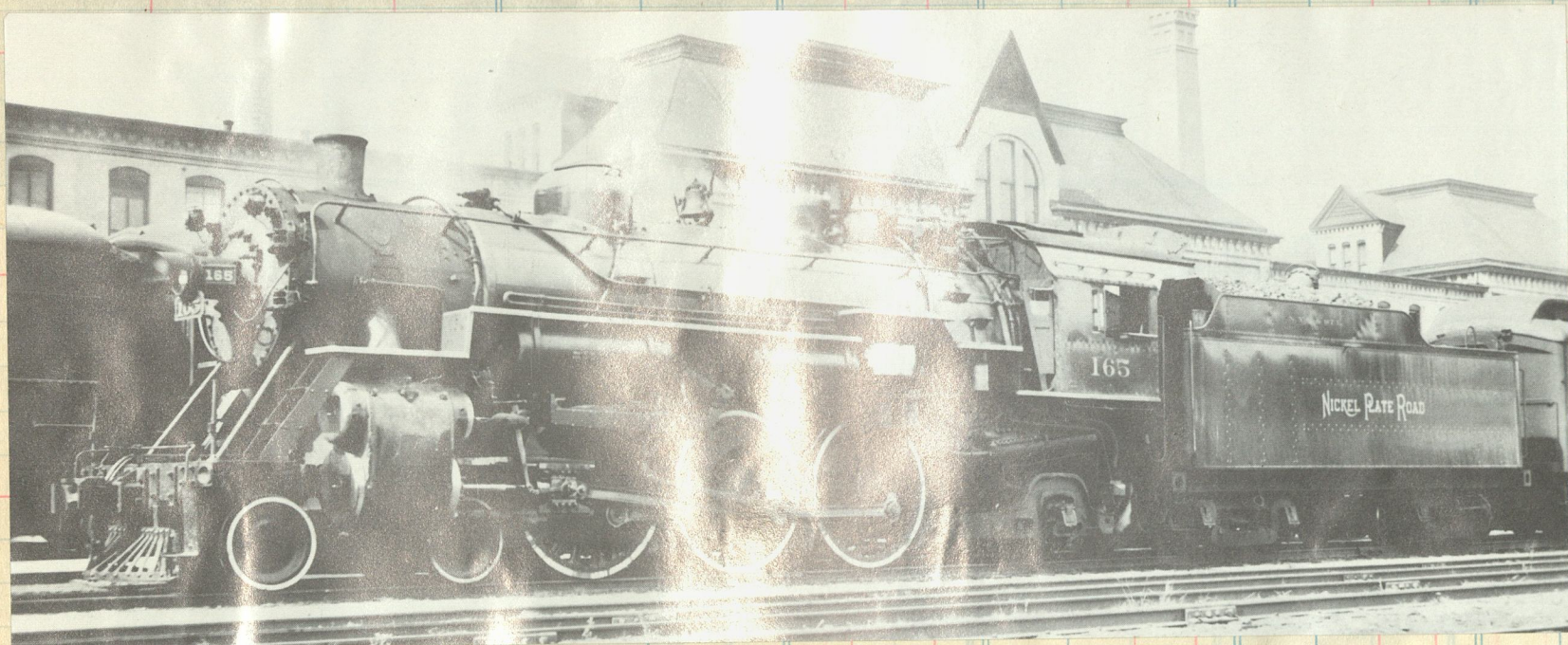


A meet at Fostoria, Ohio. The double header, engs 747 and 764, drift down the main line while the 751 stands into clear.

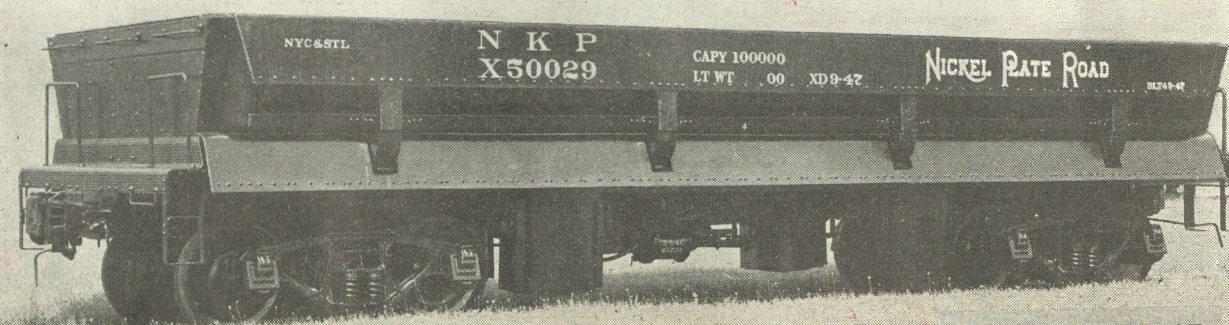
1934



The 763 went to the Roanoke Transportation Museum in July 1966.



Meticulous effort by the enginehouse crew is reflected in the elegant appearance of the 165 as she poses ready to depart Peoria with Trn #26.



D S C C 1947



The Frankfort-Peoria local makes a station stop at Hoopston to deliver the U. S. Mails

[illegible]

With a NRHS Sp1 near Hamilton, Ohio-Aug. '84



*Coming out of Big Bend Tunnel
on the Chesapeake & Ohio, heading for
White Sulphur Springs, West Virginia,
October 1985.*

THE CLEVELAND UNION TERMINAL

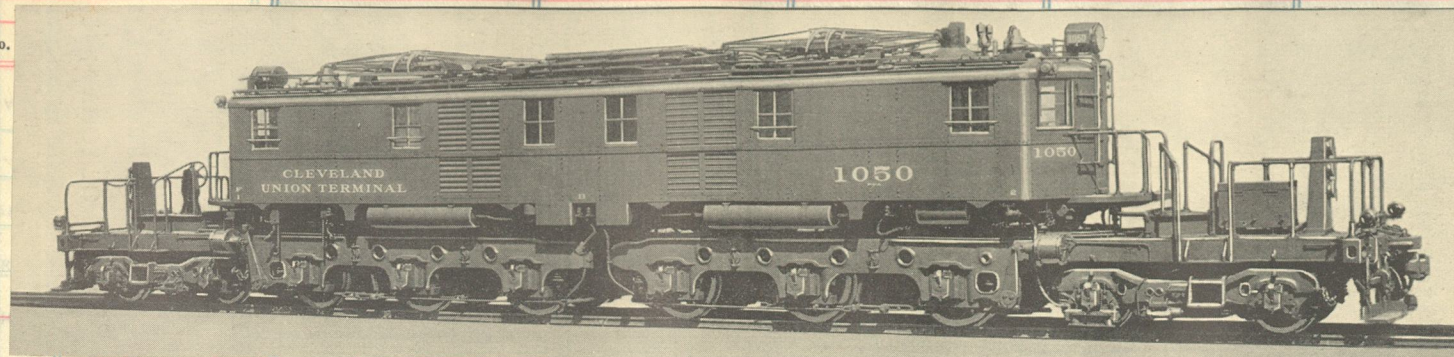


New Cleveland Union Terminal Company's Building
Which Will Include Railroad Station

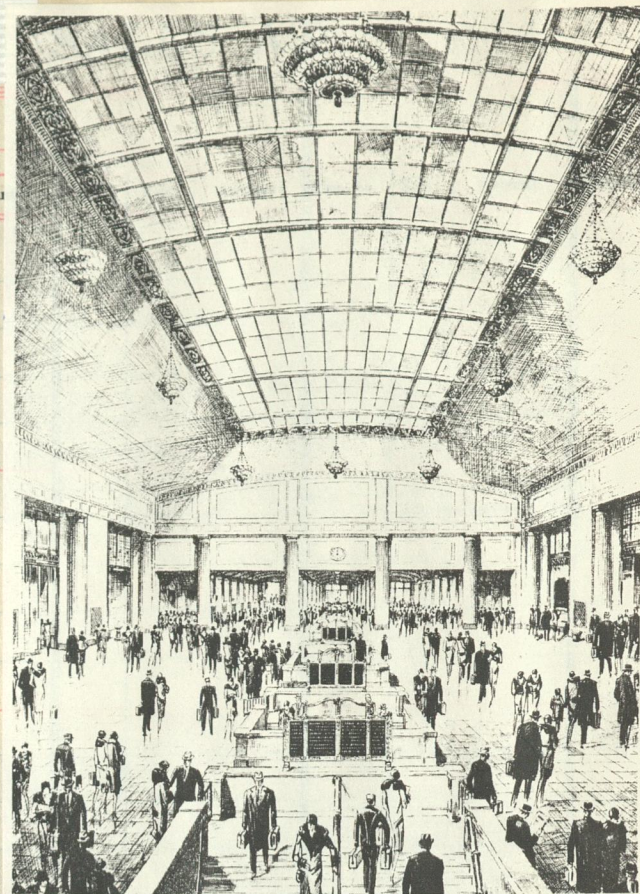
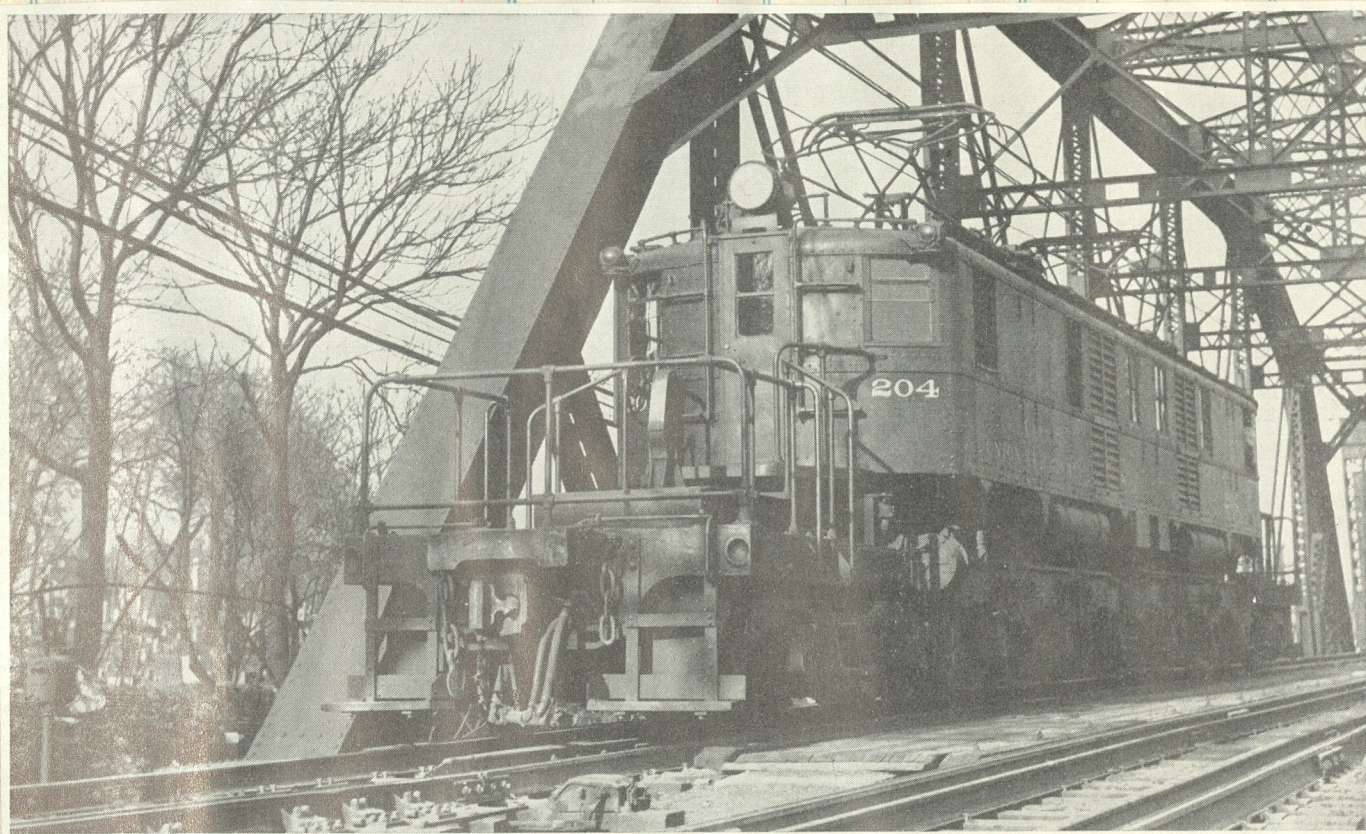
The Terminal Tower Building
(New Union Station)
Public Square, Cleveland, Ohio

New Home
of the
General Offices
Nickel Plate Road

The New York, Chicago and St. Louis Railroad Co.

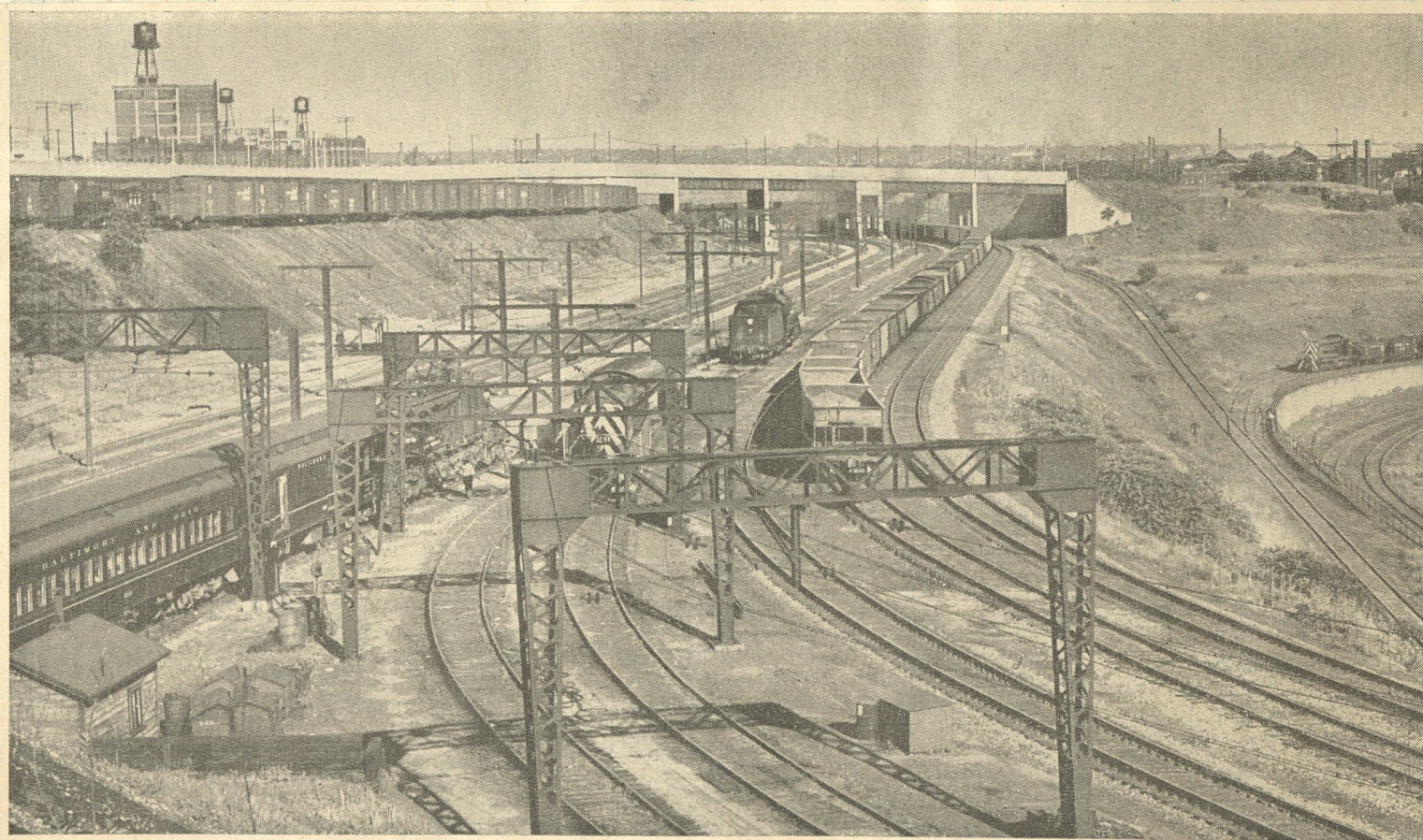
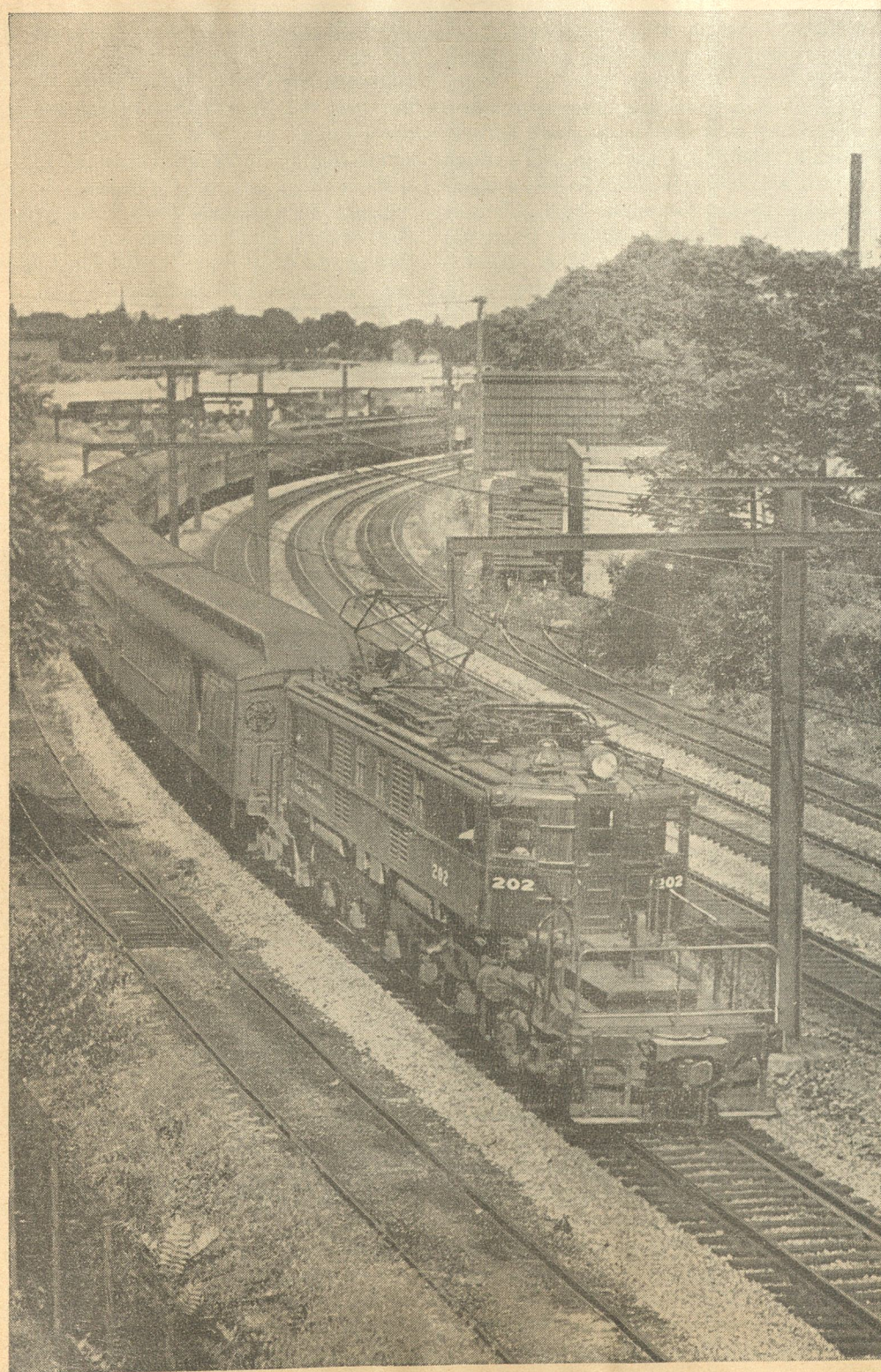
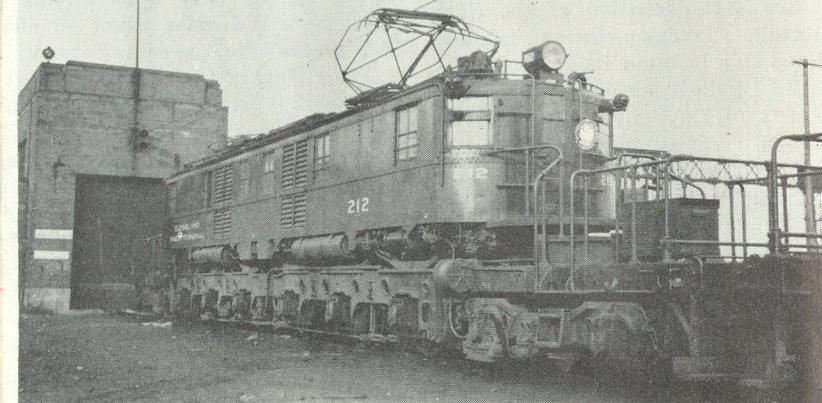


1050-1069 c/n 67679 Schenectady-G.E. 1929
2-C-C-2 Renoed #200 in 1936 Reblt 1955 and noed #240



Cleveland Union Terminal steam concourse is 18 feet below Public Square level, 23 feet above track platforms. Baggage and waiting rooms, cab stand, and ticket counters flank concourse. — Collection of Terminal Tower Company.

ONT 212



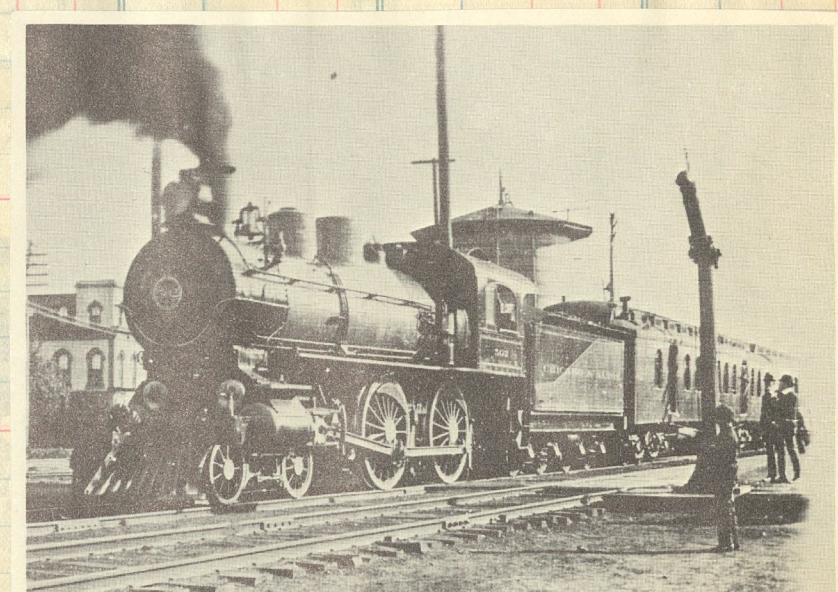
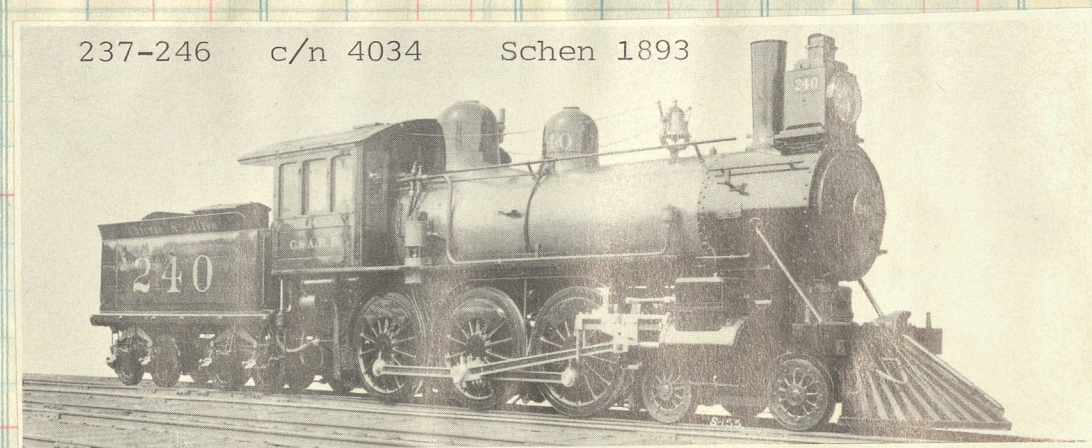
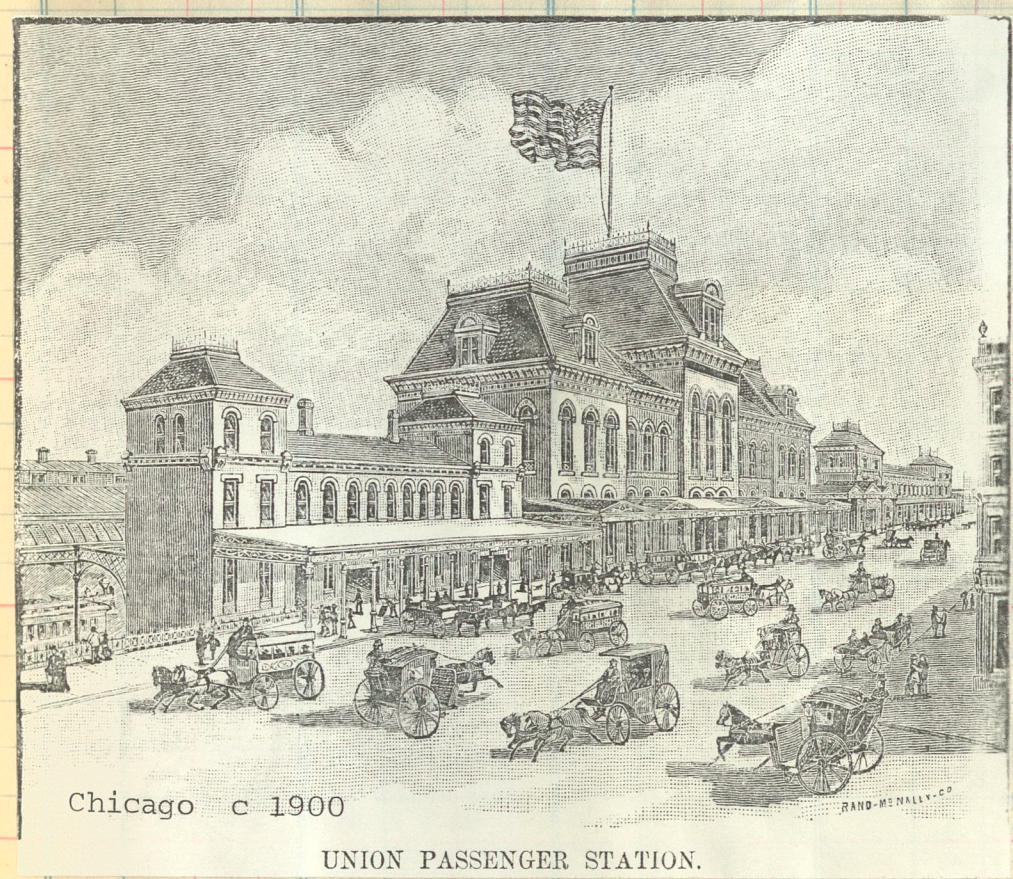
Wheeling-bound B&O train No. 258, ready to change over to steam power. She will back down grade at far right; then swing south around curve. Nickel Plate mainline overpasses track in background

Clos. No. Sold An The Chicago & Alton was operating 1,052 miles with 331 engines, 13,656 freight and 241 pass cars. [1927]

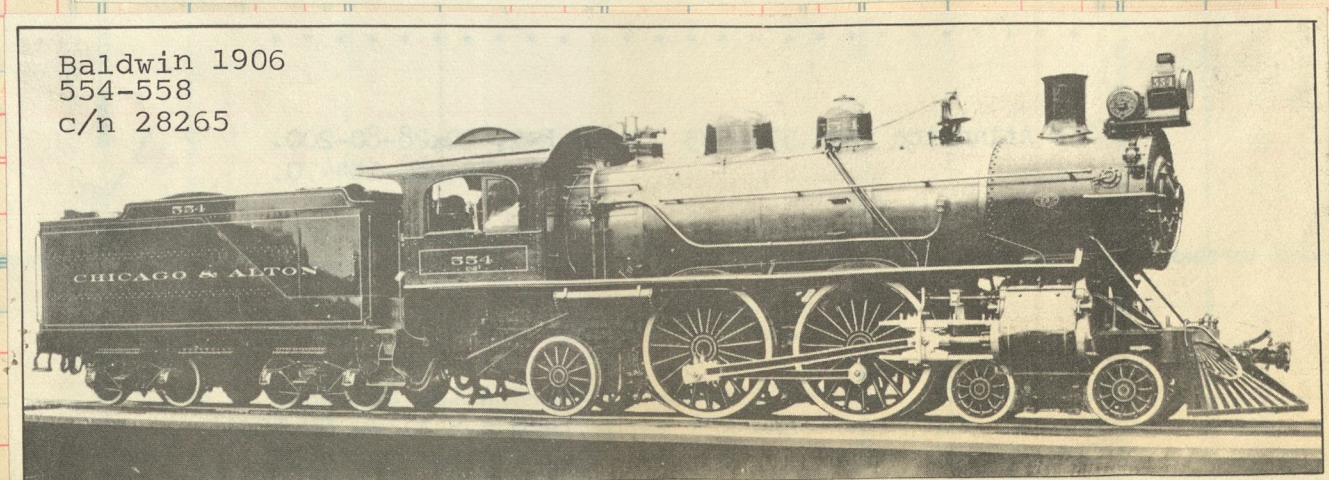
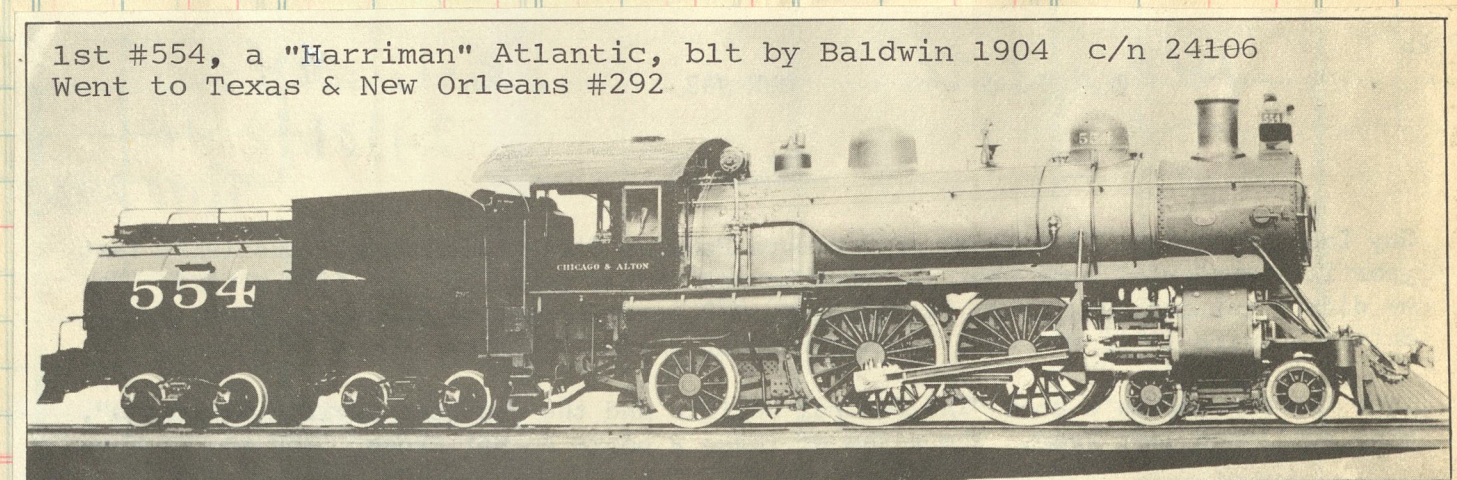
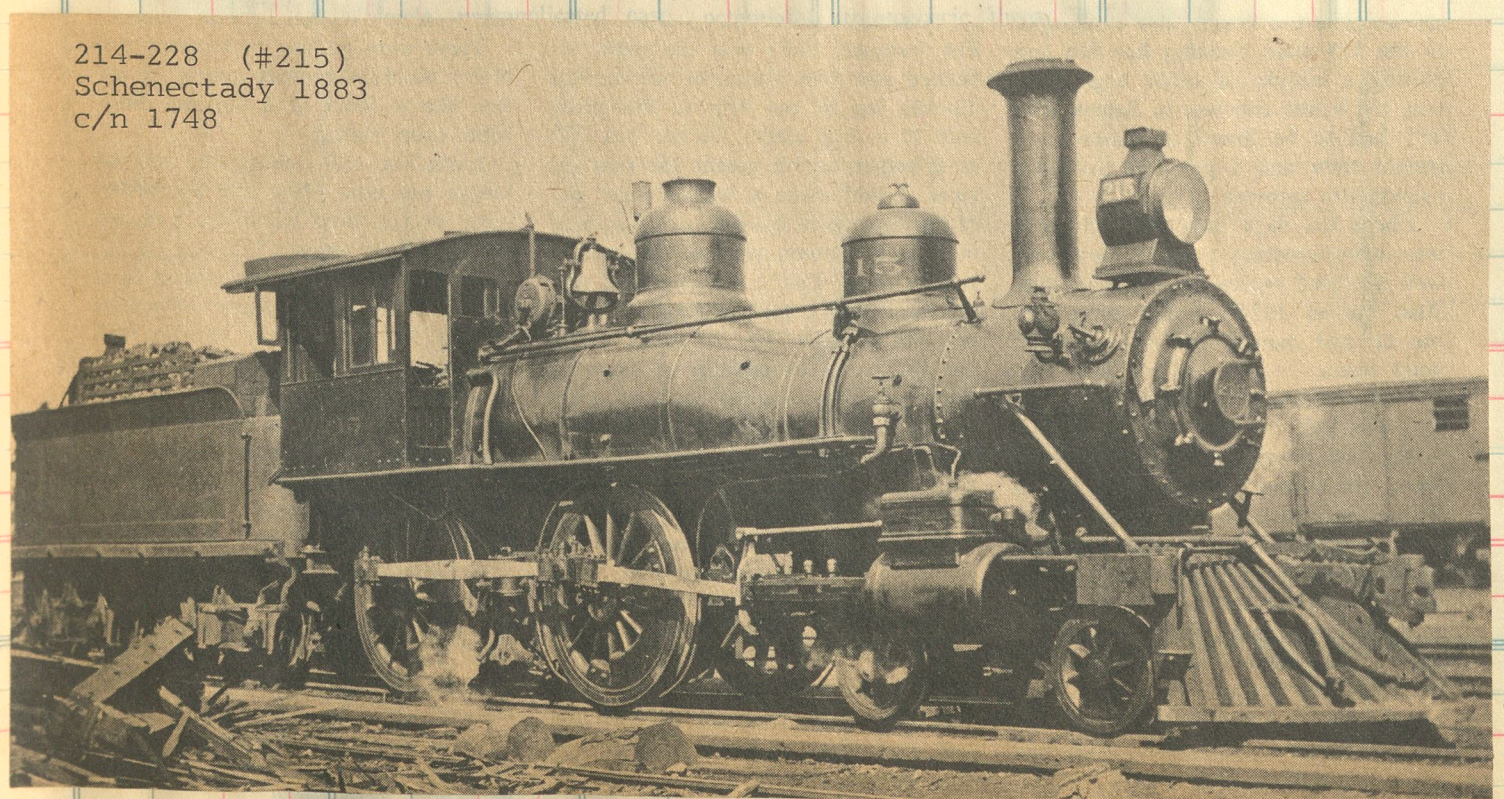
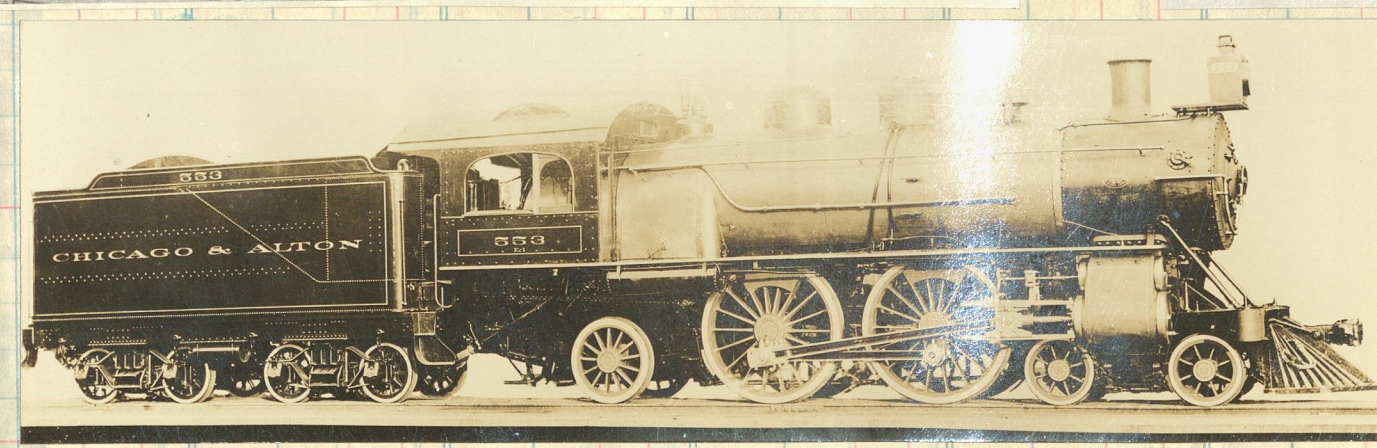
500-511
Brooks 1899
c/n 3370



A spectacular scene at Chicago Union Station in the Golden Era. It is 1902 and the 502, a big sleek 4-4-0, waits impatiently for 11:00 AM to depart with Trn #46, the "St Louis Limited". Note 502's engineer looking back into the dark confines of the train shed watching for the highball from his skipper and the young man on the left mesmerized by the aristocratic 502. The urchins on the bridge are rewarded with a grandstand view of all the activity. And then there is the comparison in size of the 4-4-0's by the P.FtW.& C. 166, along side. What a wonderful day!!!!

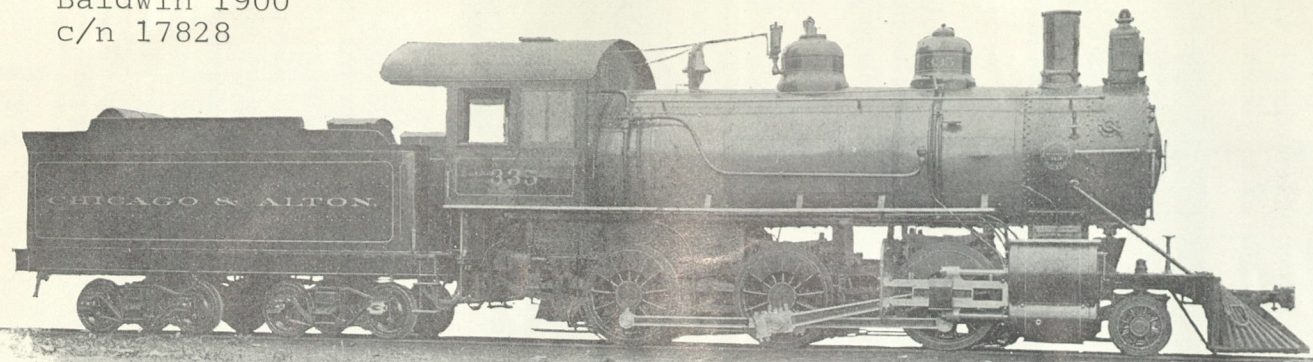


The 502 on the 'Red Train' at Joliet in 1905

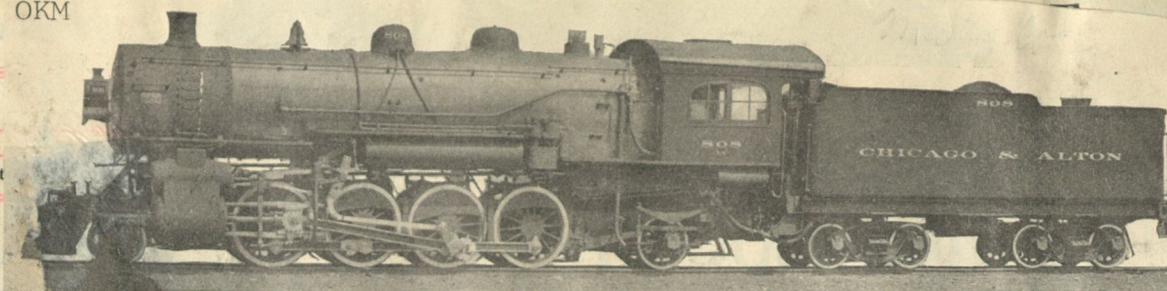


Handwritten notes and a signature in the bottom right corner, including the number "45" and some illegible text.

Baldwin 1900
c/n 17828



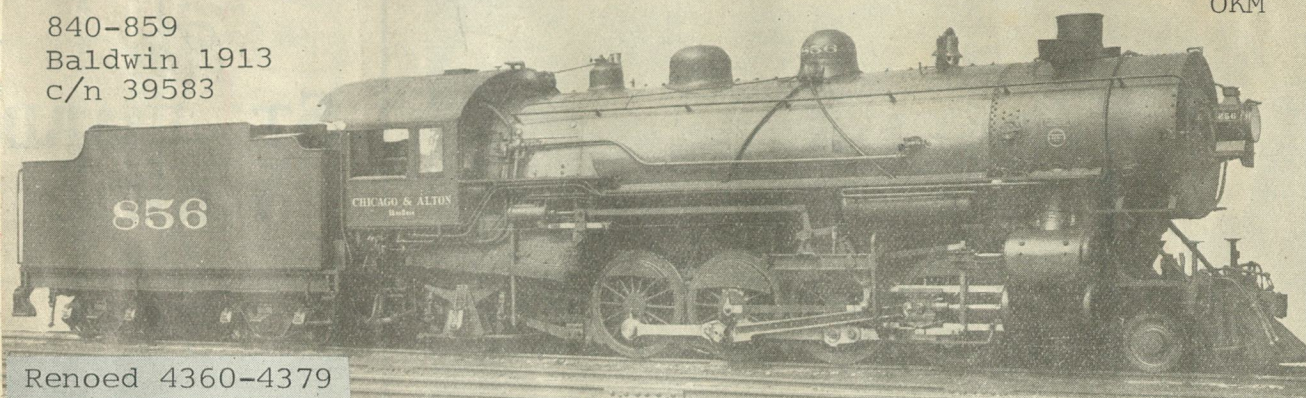
OKM



The first Mikes for the Alton were ten, 800-809, delivered by Brooks in 1910. c/n 47675 Later renoed 4330-4339

840-859
Baldwin 1913
c/n 39583

OKM

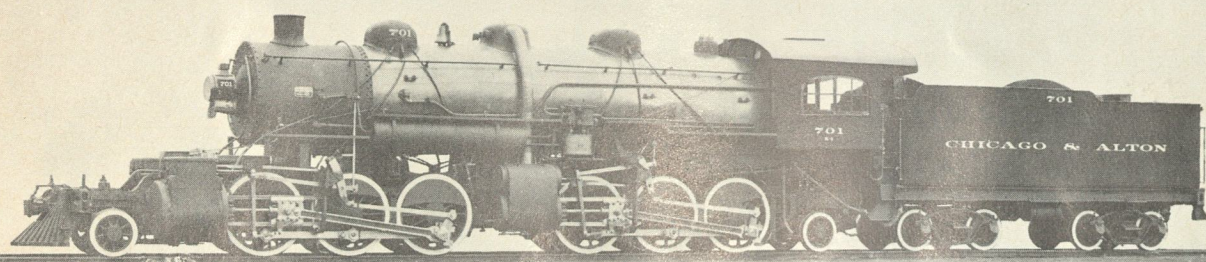


Renoed 4360-4379

700-702

c/n 47540

Brooks 1910



885-889
Renoed 4395-4399

c/n 62769

Schenectady 1921



SHE'S NOT JUST another light U.S.R.A. Mike. The lettering on cab and tank frame reads, "Standard Oil Co. (Indiana) — Owner." The oil company purchased five new Mikes from Alco in 1921 plus 500 coal cars. The engines were leased to Chicago & Alton (now Gulf, Mobile & Ohio), which operated them as Nos. 885-889 — presumably to haul coal from Illinois mines north to Standard refineries. Apparently the arrangement was frowned upon by the I.C.C. and the engines were sold to Alton, acquiring numbers 4395-4399 when B&O controlled the C&A.

Second group of 2-8-2's received were twenty noed 810-829 [now 4340-4359] built by Brooks in 1910. Here the 4341, Org #811 c/n 48915, with train of high cars approaches E. StLouis.

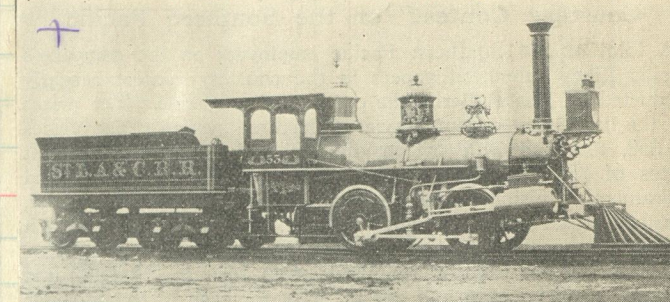
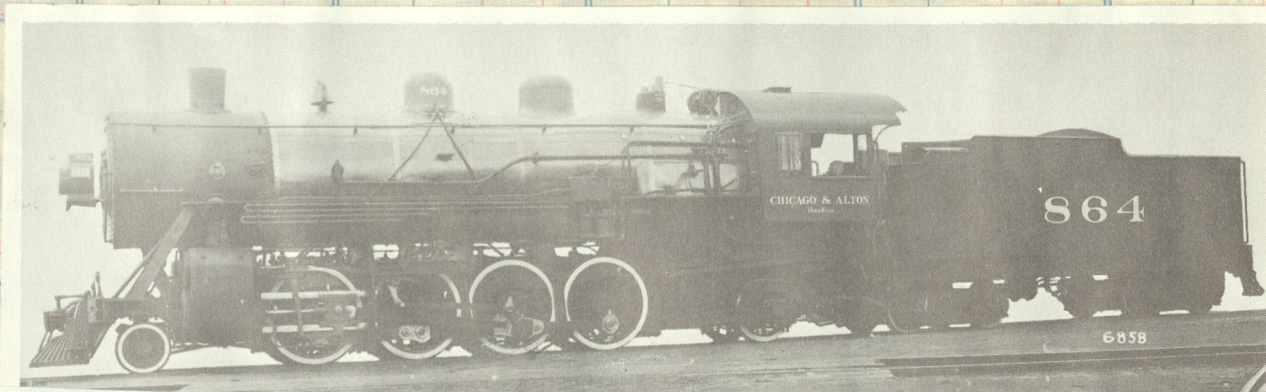


860-864

Renoed 4380-4384

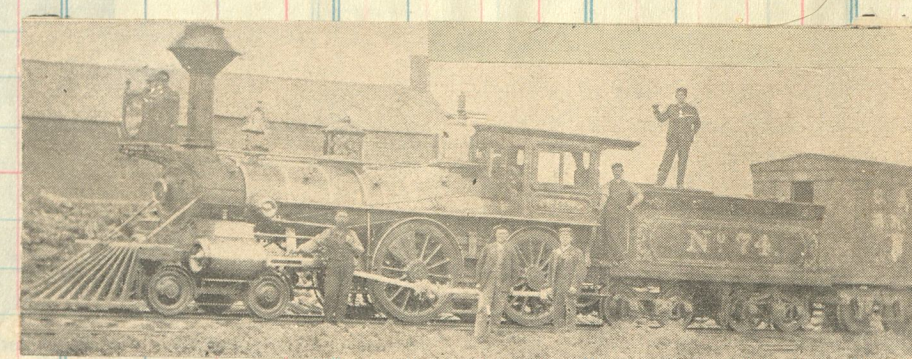
c/n 48528

Baldwin 1918

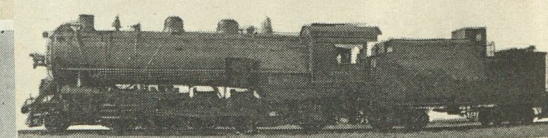


A St. Louis, Alton & Chicago (Now Chicago & Alton) Locomotive of the Early Days

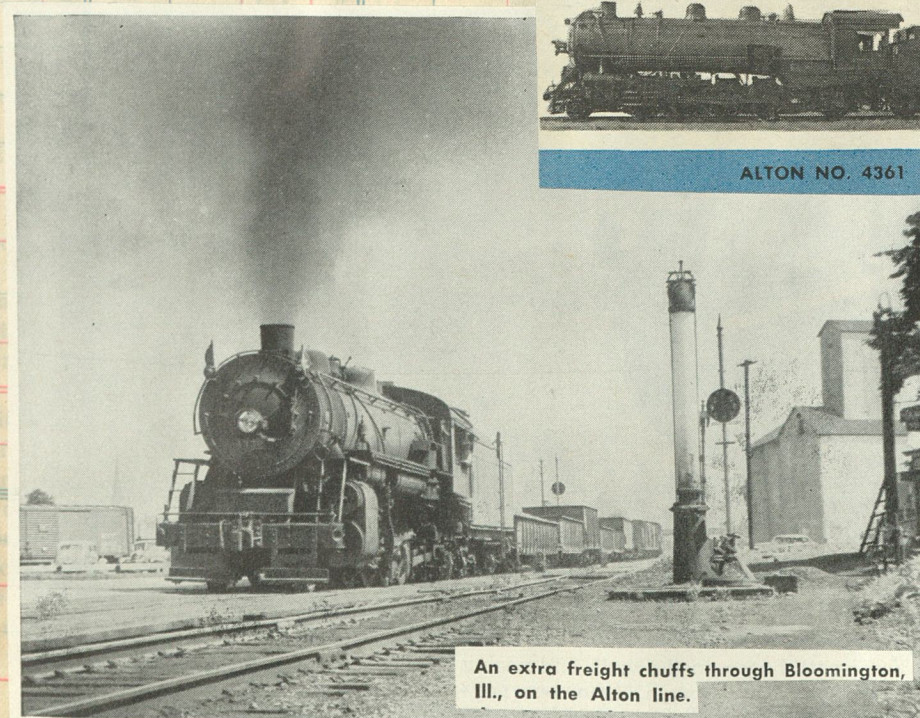
Fancy little #53 was built by Rogers in 1862 c/n 1010



Blt by Schenectady 1868 c/n 482



ALTON NO. 4361



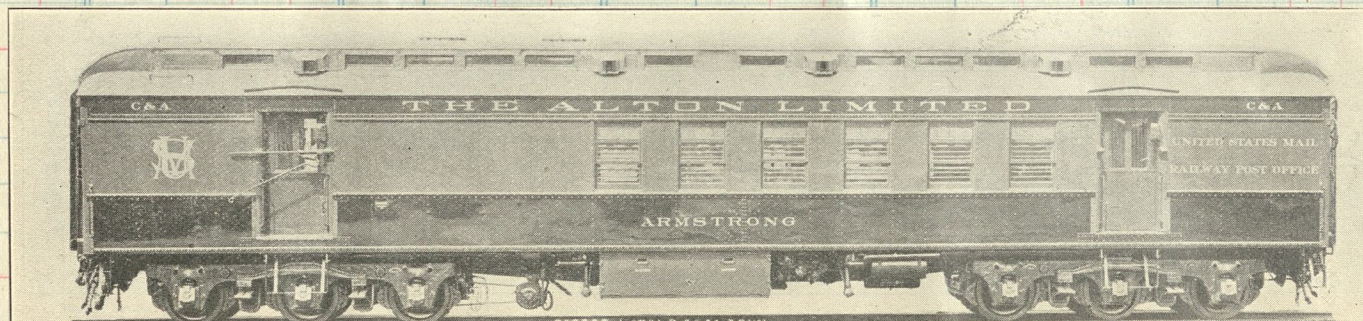
An extra freight chuffs through Bloomington, Ill., on the Alton line.

The Alton Limited

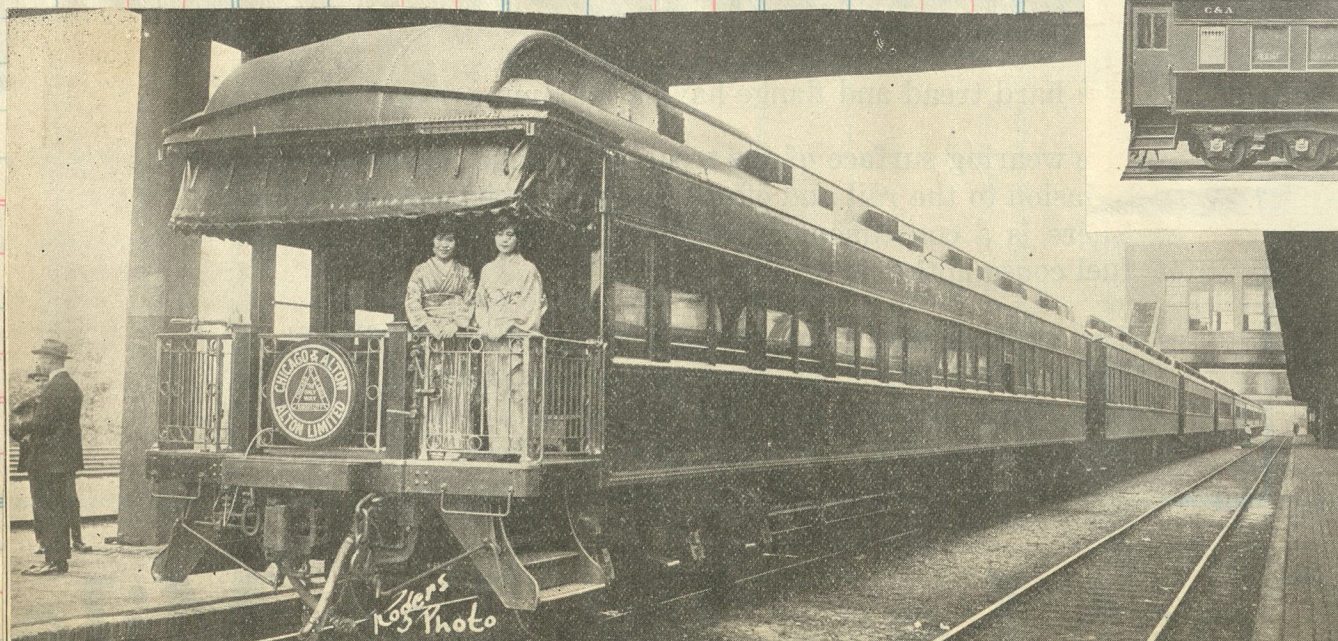
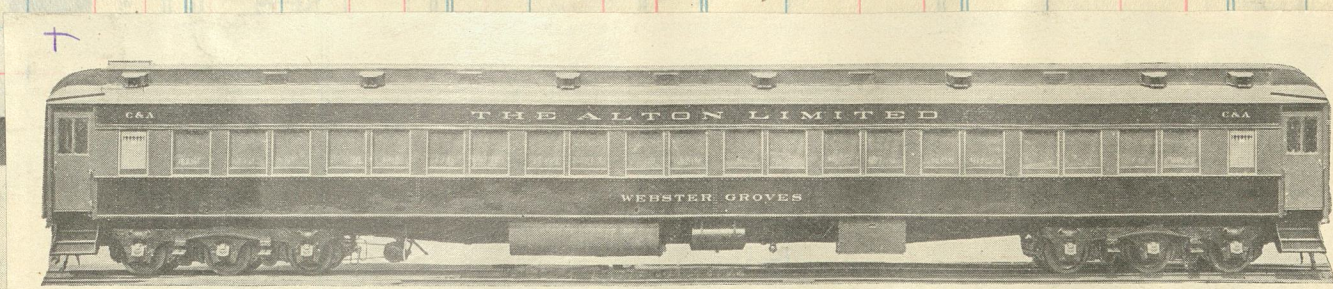
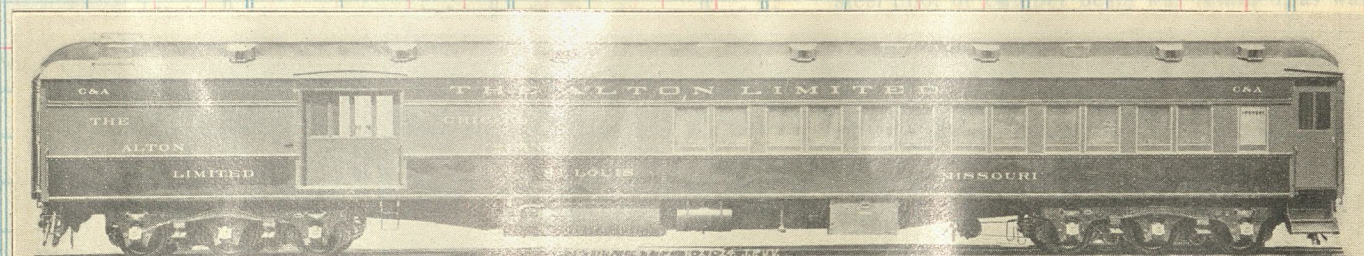


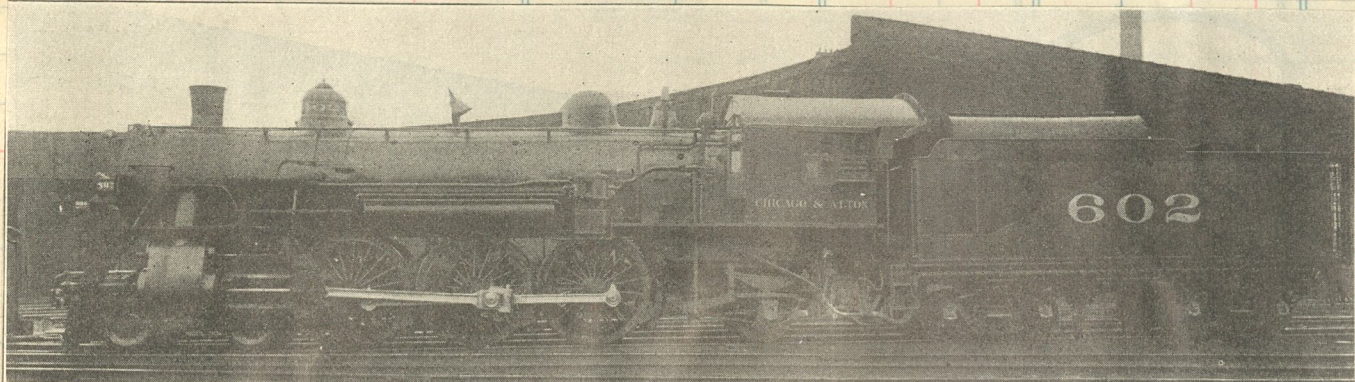
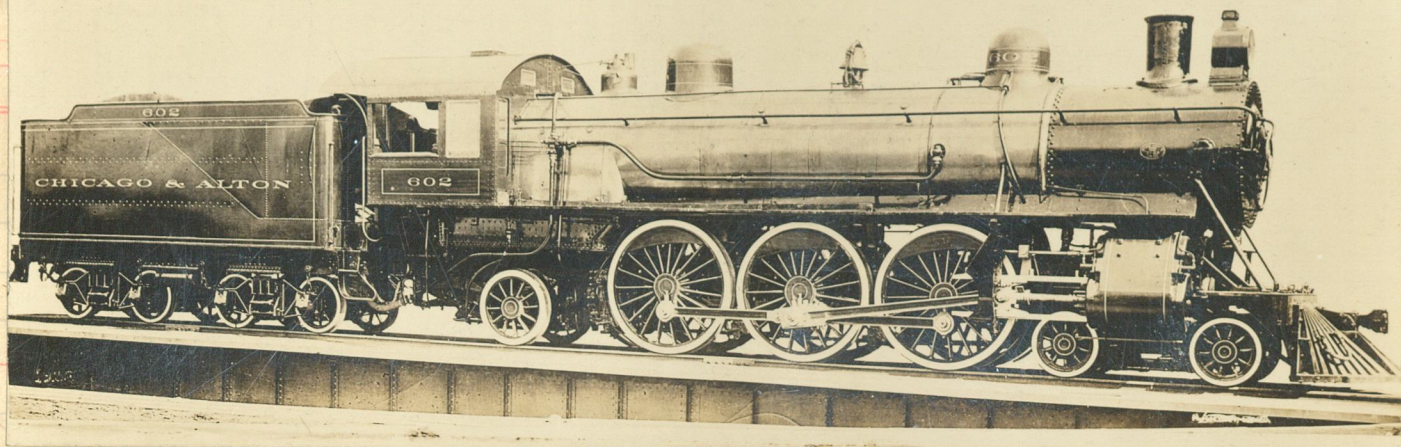
Passing Granite City

TRAIN I—THE ALTON LIMITED
Completely Air-conditioned
Chicago to St. Louis.
Observation Parlor-Lounge Car.
Parlor Cars with Drawing-rooms.
Tavern Lounge Car (Radio).
10-Seat, 2-Comp., 1-D.R. Sleeping Car (en
route to Oklahoma City in Frisco).
Dining Car. Individual Reversible Seat
Reclining Chair Cars. Individual Reclin-
ing Seat Smoking Car.



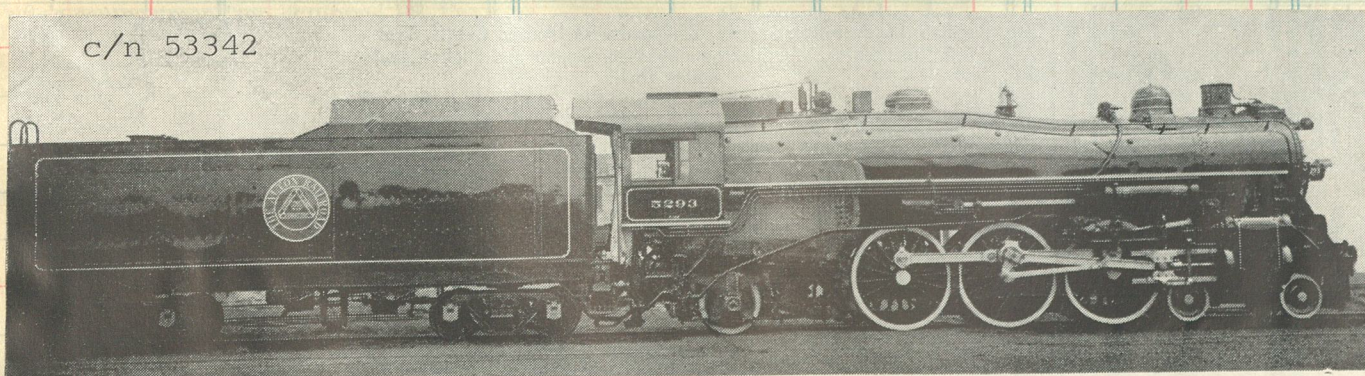
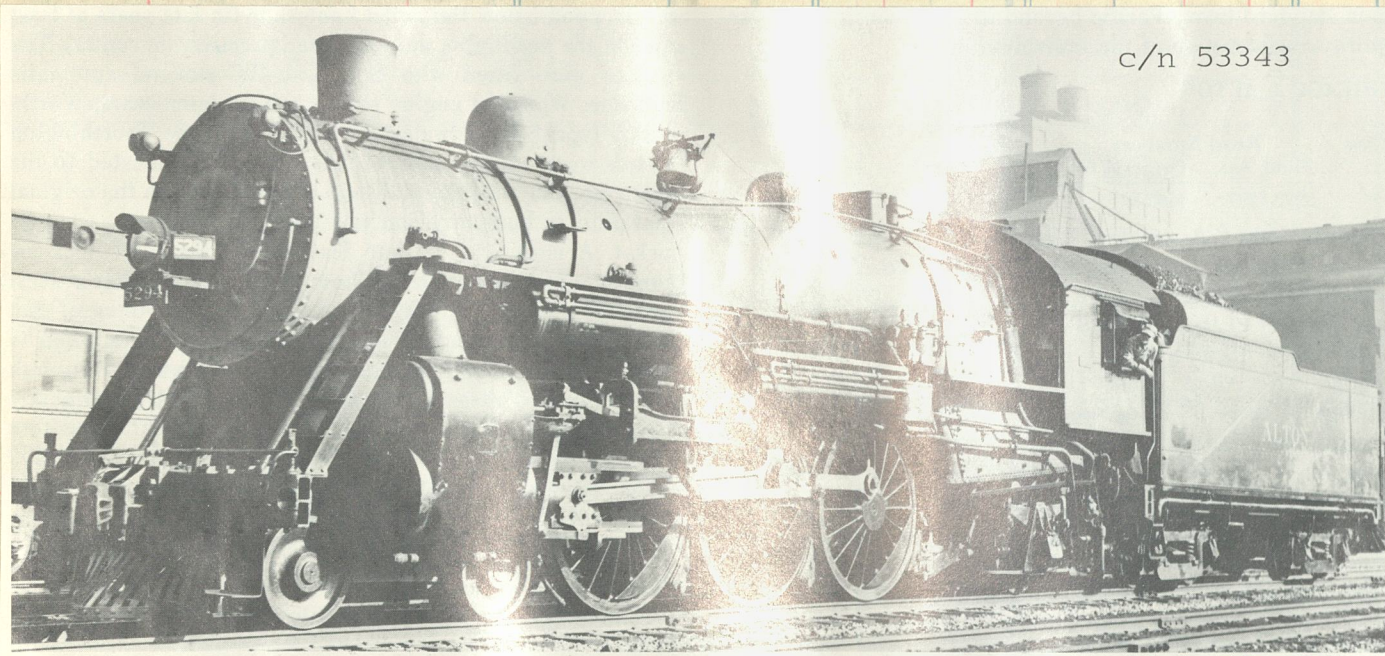
Some of the equipment of the one million dollar order placed with Pullman in 1924 for the new "Alton Limited"





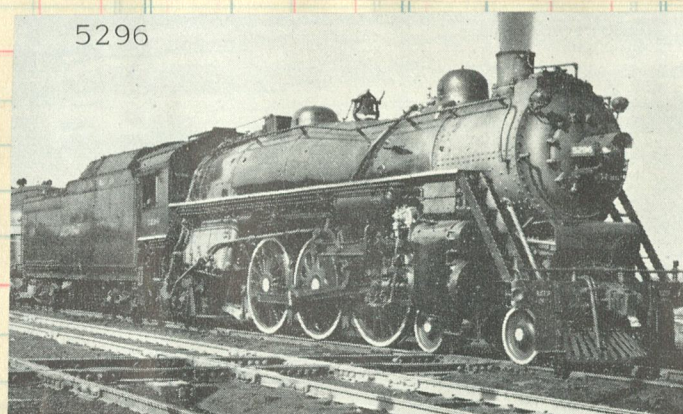
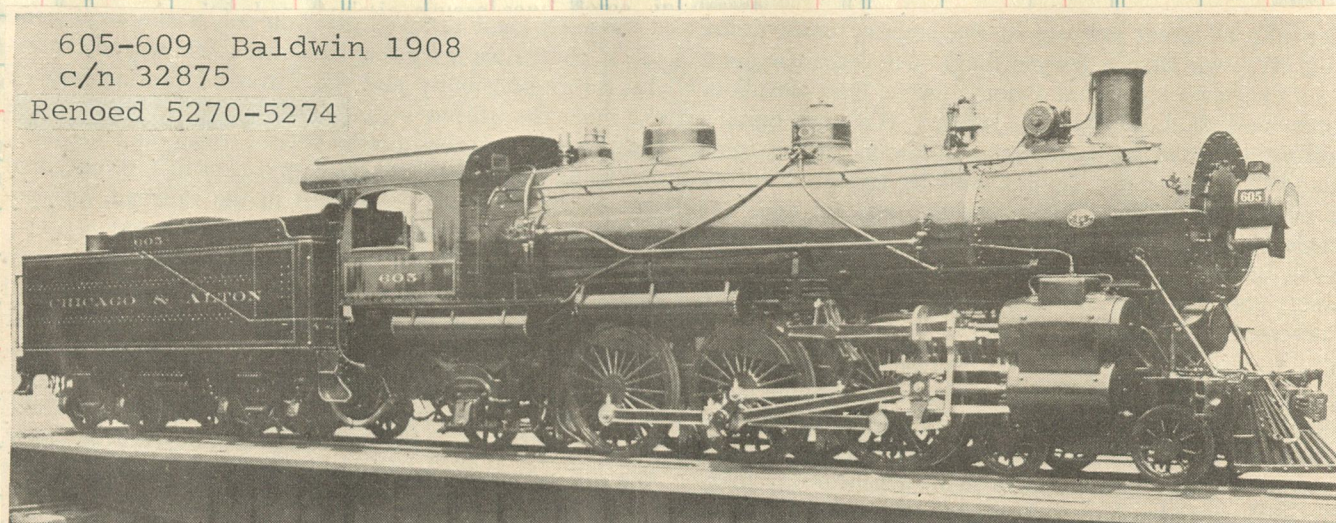
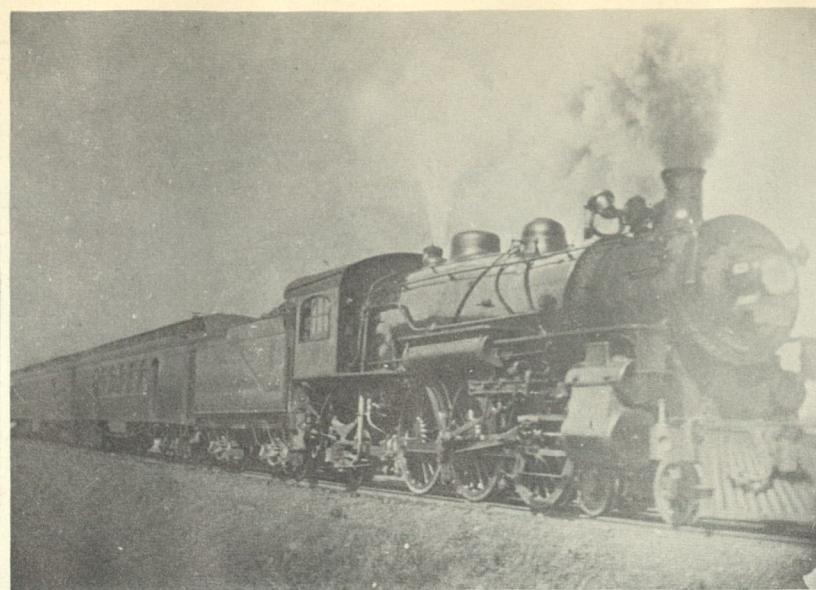
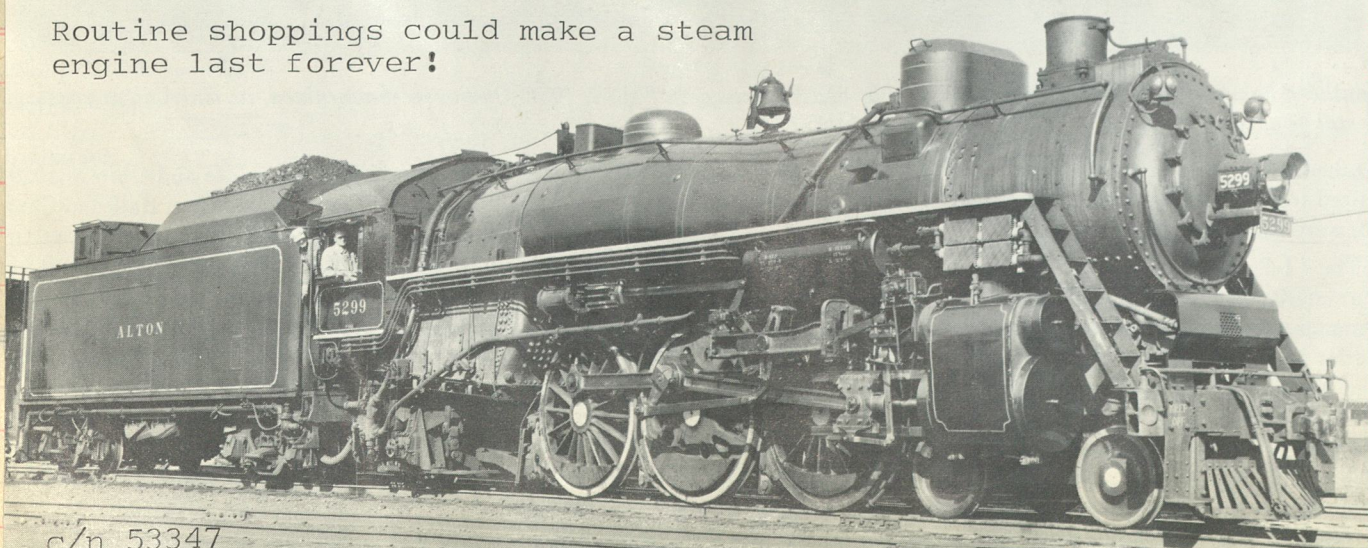
The 602, one of three, original "Harriman Pacifics" shown as delivered by Baldwin in 1904 and after shopping c 1914. c/n 23681

In 1913 Brooks built forty nine "Heavy Harriman" Pacifics [c/n's 53321-53369] on order from the Union Pacific and were delivered 12 to the T&NO, 6 to the S.P., 6 to OWRR&N, 10 to the U.P., 5 to O.S.L. and 10 to C&A. The C&A engines were numbered 650-659, later 5290-5299. They were the last passenger engines received by the C. & A.



One of 10 Alton modernized light 4-6-2 (Pacific) Type Locomotives for Passenger Service. Class P-16b (modernized). Equipped with Worthington feedwater heaters, Thermic syphons, Type HA superheaters and Foamers.

Routine shoppings could make a steam engine last forever!



THE ALTON'S BEST FOOT FORWARD

Sometimes the Alton's Ann Rutledge on the Chicago-St. Louis daily run is powered with a Diesel-electric unit, but here it is shown on the speedway north of Granite City, Illinois, behind one of the road's well-kept heavy-duty Pacifics as it thunders down the right-of-way with its train of handsomely matched and colorfully varnished coaches, Pullmans, and lounge cars. The Alton's competition on this run is furnished by the Wabash, Chicago & Eastern Illinois, and Illinois Central.

TRAINS 18 and 19—THE ANN RUTLEDGE
Streamlined Train
Completely Air-Conditioned
Between Chicago and St. Louis.
Most modern, comfortable, luxurious equip-
ment.
Leather Upholstered Reclining Seat Chair
Car with Individual Ash Recliners.
Two Coaches with Reversible Reclining
Chairs Upholstered in Striped Mohair
Frieze.
New Type Parlor Cars with Drawing-room
and Smoking Private Lavatory.
Observation Parlor Car and a new kind of
Dining Car with 30-Seating Dining Room at
one end and 10-Seat Ann Rutledge Tavern
at the other.
Kitchen in center of car, oil-burning range.
Buffet Lounge Car.

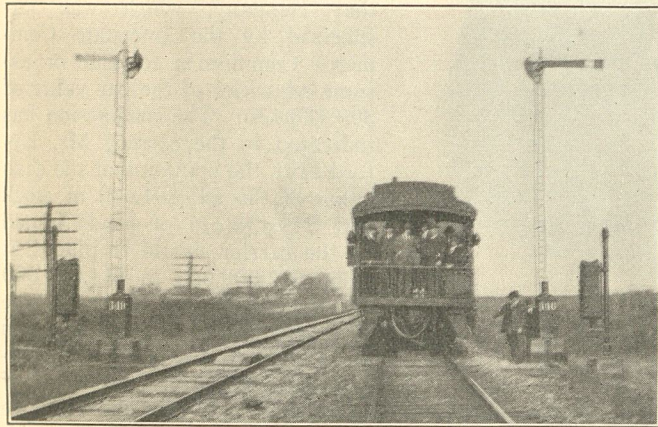
The ALTON LIMITED
near Springfield



Test of Train Control on the Chicago & Alton

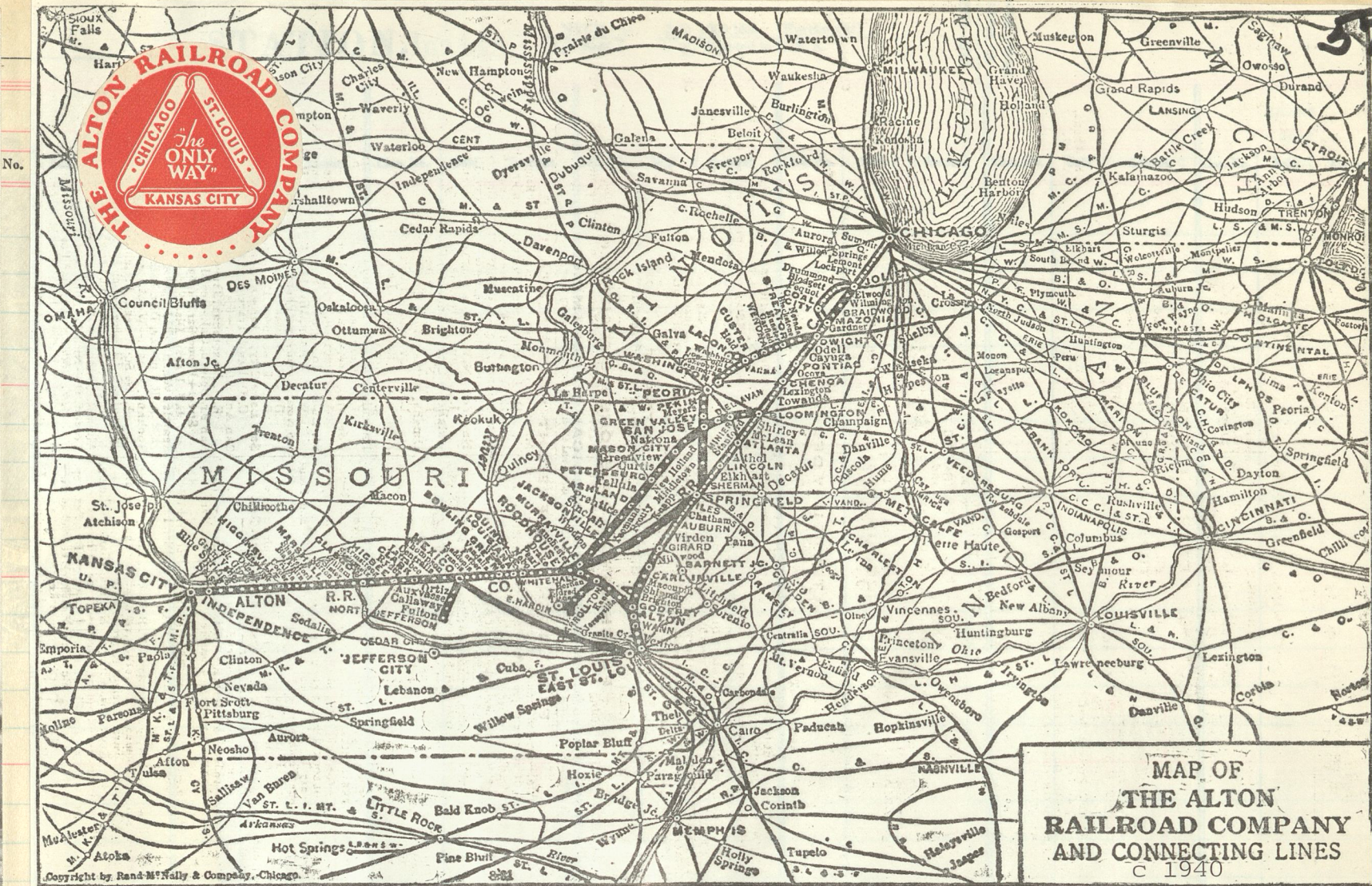
A DEMONSTRATION of the Chicago & Alton train control installation between Normal, Ill., and Lexington, on October 11, was attended by representatives of 18 roads with a total of 41 present. A special train consisting of two business cars, a coach and an Atlantic type locomotive left Bloomington, Ill., at 1:45 p. m. and returned to the station at 4:30 p. m. 1923

The intermittent inductive train control system of the

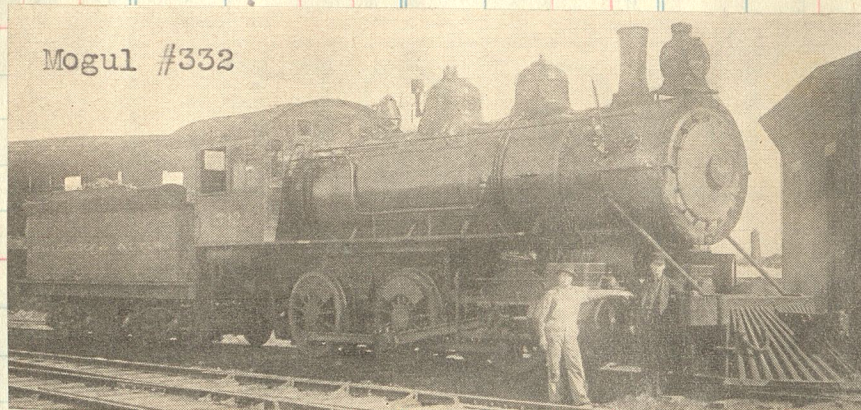


One of the Signal Locations Showing the Track Inductors

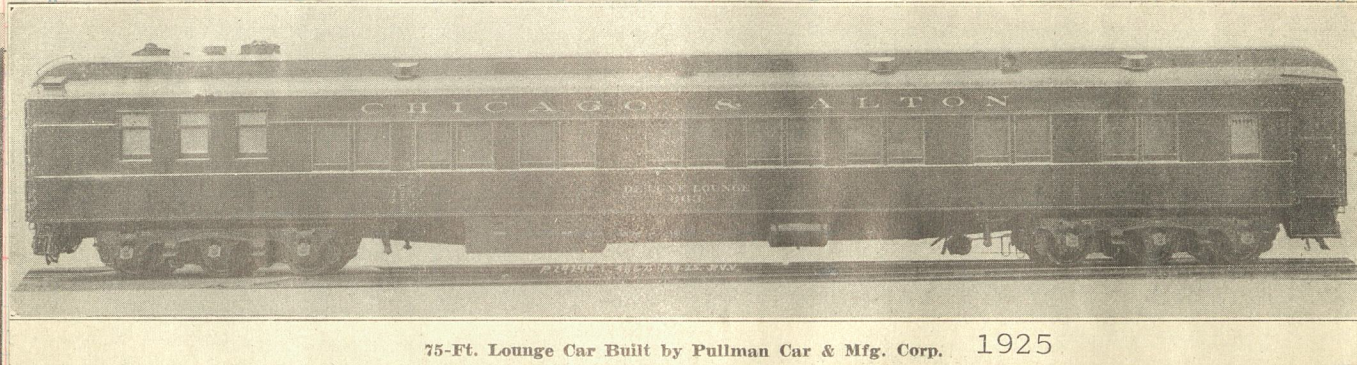
National Safety Appliance Company as described in the *Railway Age* for March 13, 1923, is in service on this 14 miles of double track, with track magnets located at the signals, which are provided with an overlap to provide proper braking distance. At 11 locations a simple automatic stop feature is used, while at one location (the first signal north of the southbound distant signal at the Normal interlocking plant), the track sections are arranged for a speed control of 40 m.p.h. through the yards. The use of this magnet for such a purpose is a special application of the system and this speed restriction is independent of the signal indication. The same features may be used where it is desirable



MAP OF
THE ALTON
RAILROAD COMPANY
AND CONNECTING LINES
c 1940

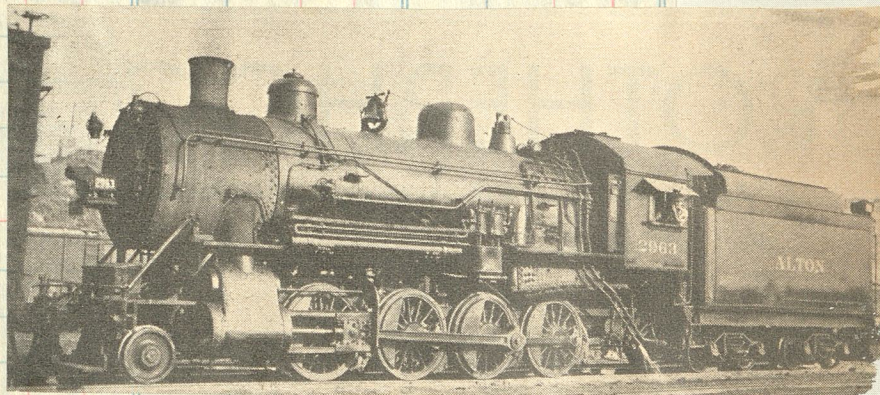


Mogul #332

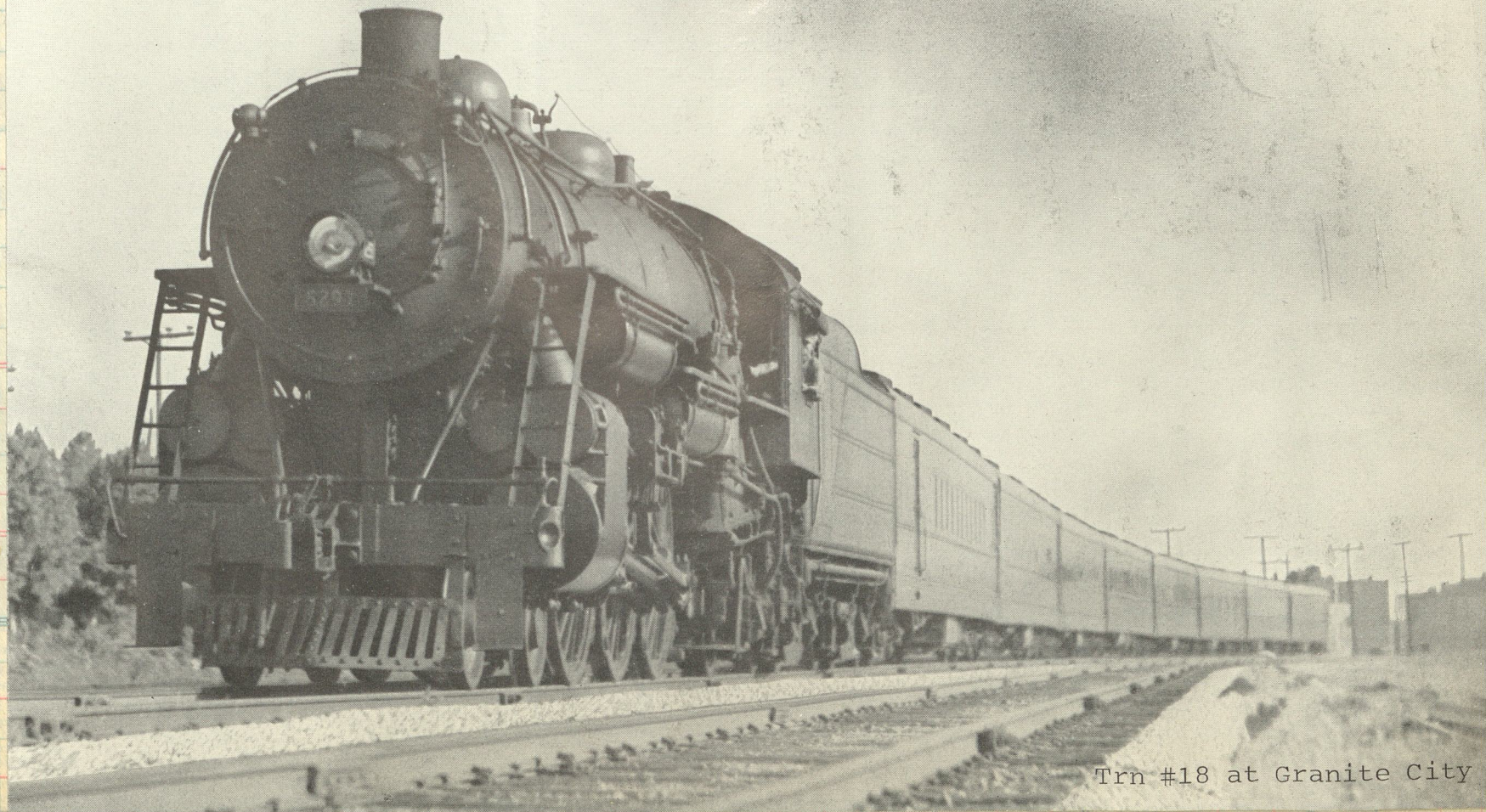


75-Ft. Lounge Car Built by Pullman Car & Mfg. Corp. 1925

Baldwin 1899 c/n 17167 renoed 2412

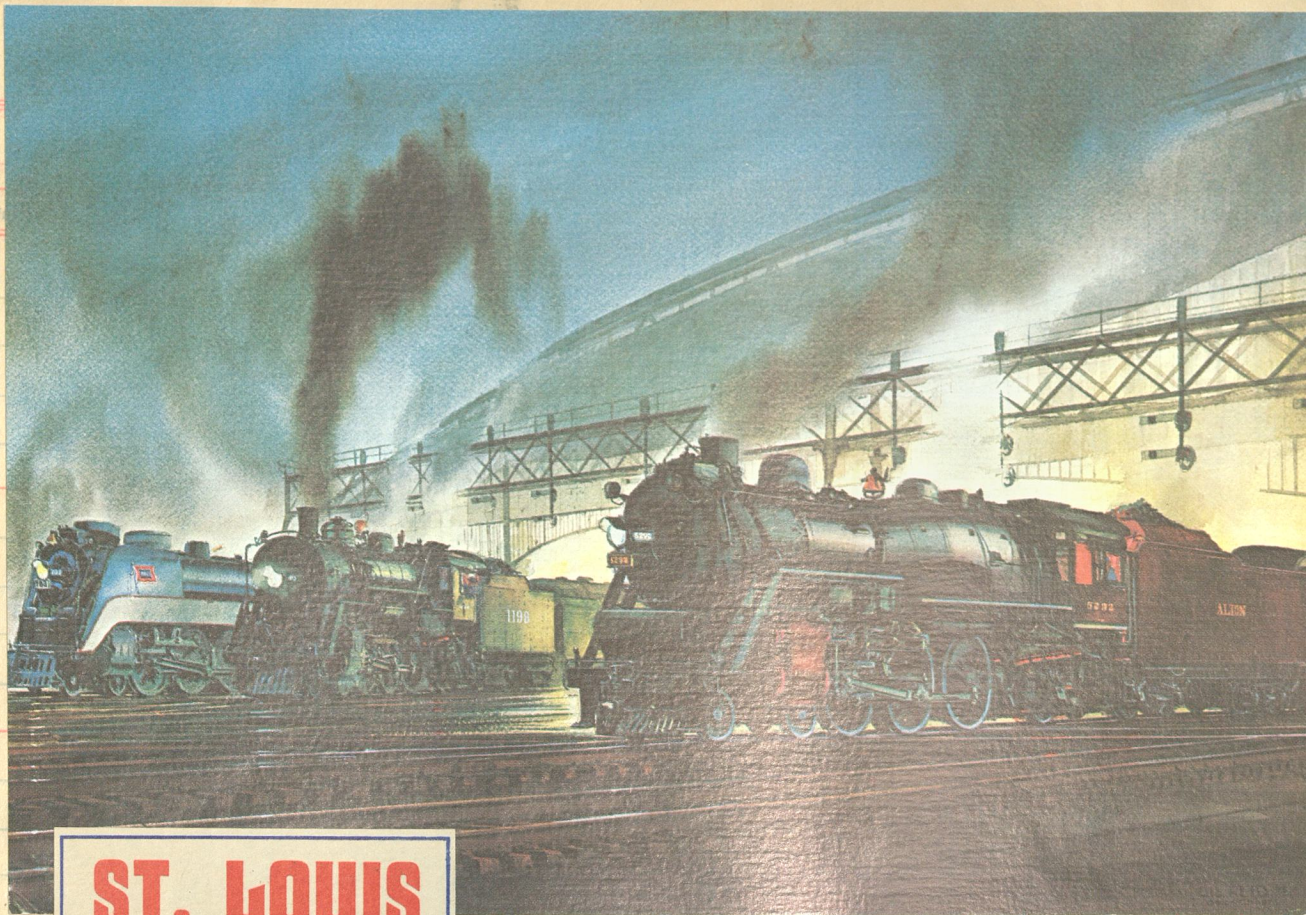


Ten 2-8-0's from Baldwin in 1903. #2963 org
#451 c/n 20624



Trn #18 at Granite City

BK 13
GM+0



ST. LOUIS

MOST CONVENIENT

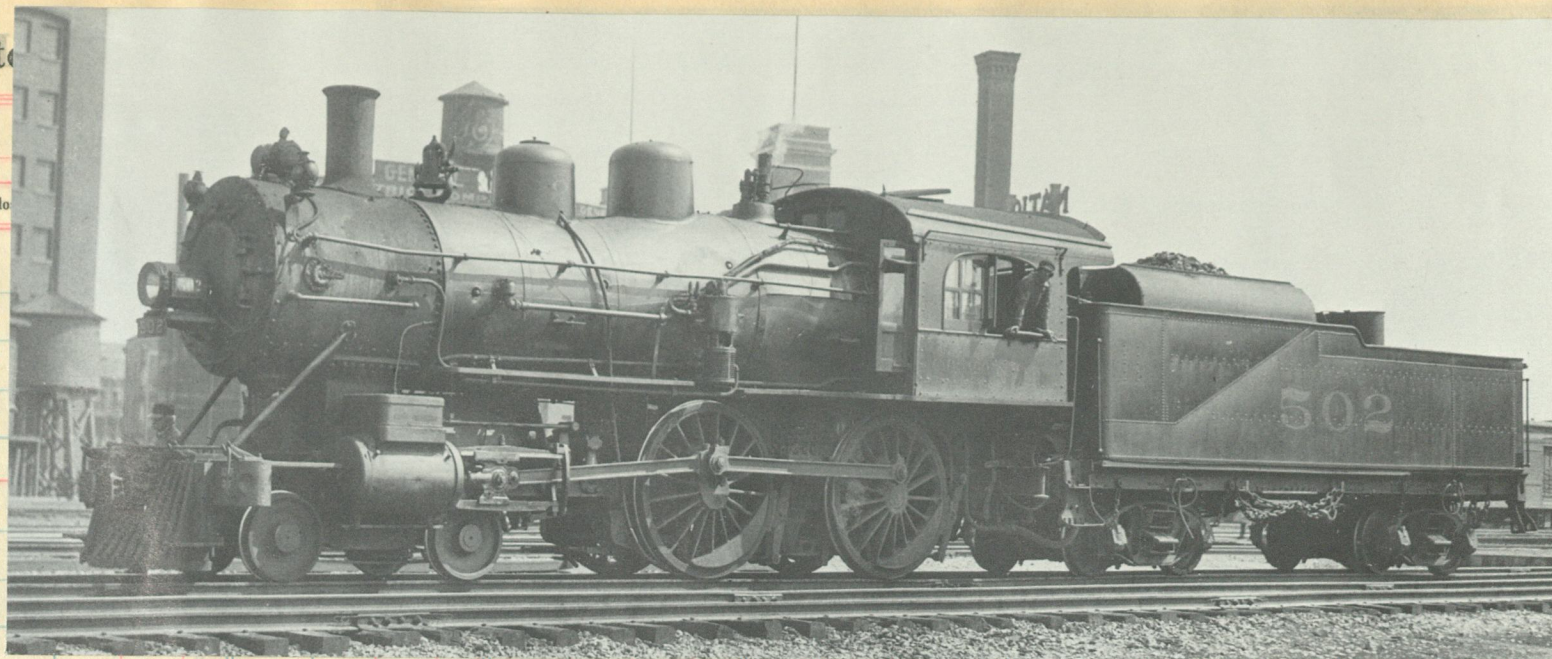
GATEWAY

FOR TRAVELERS TO AND

FROM **THE WEST**

..SOUTHWEST

NO CHANGE OF STATIONS
NO STEPS TO CLIMB

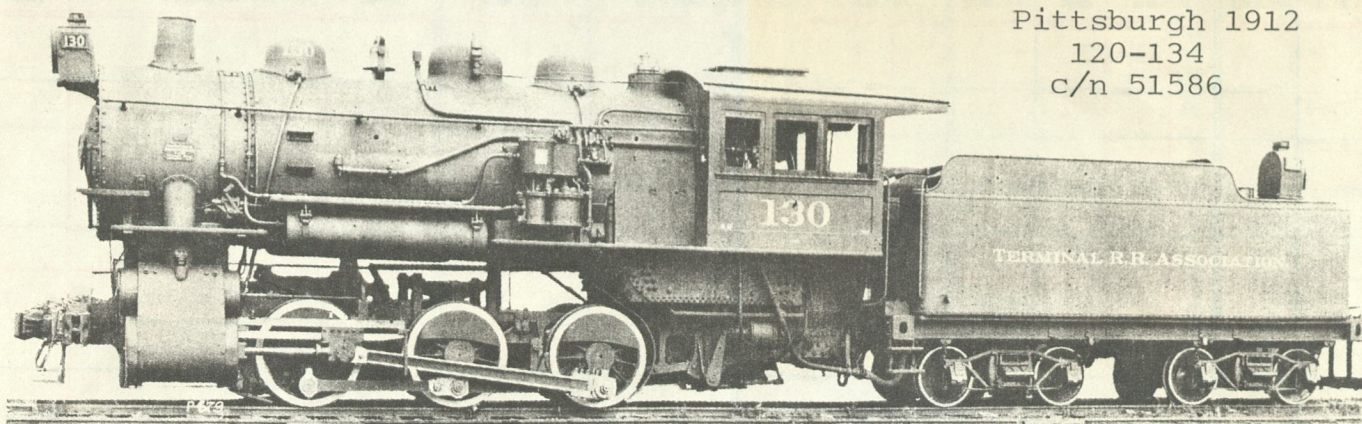
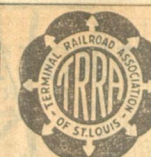
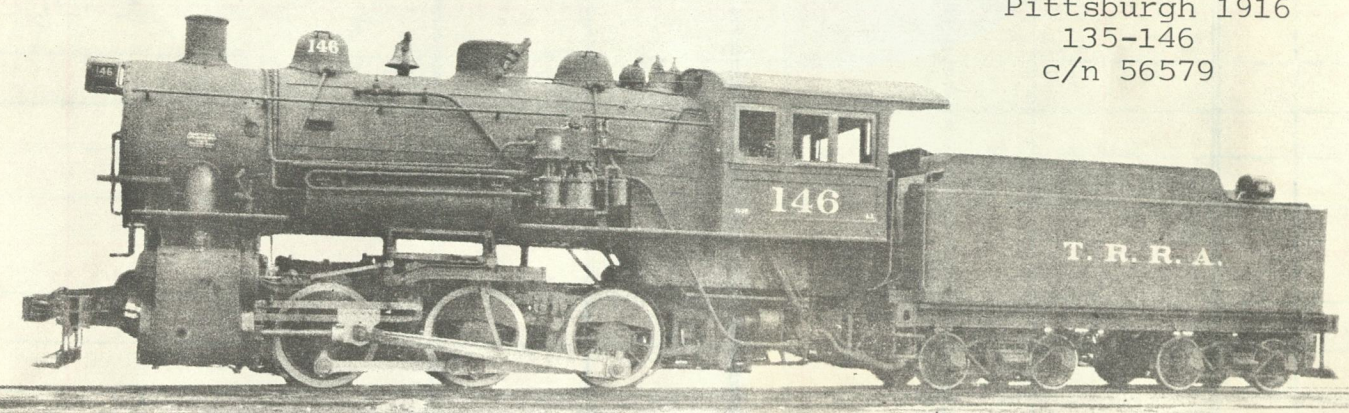
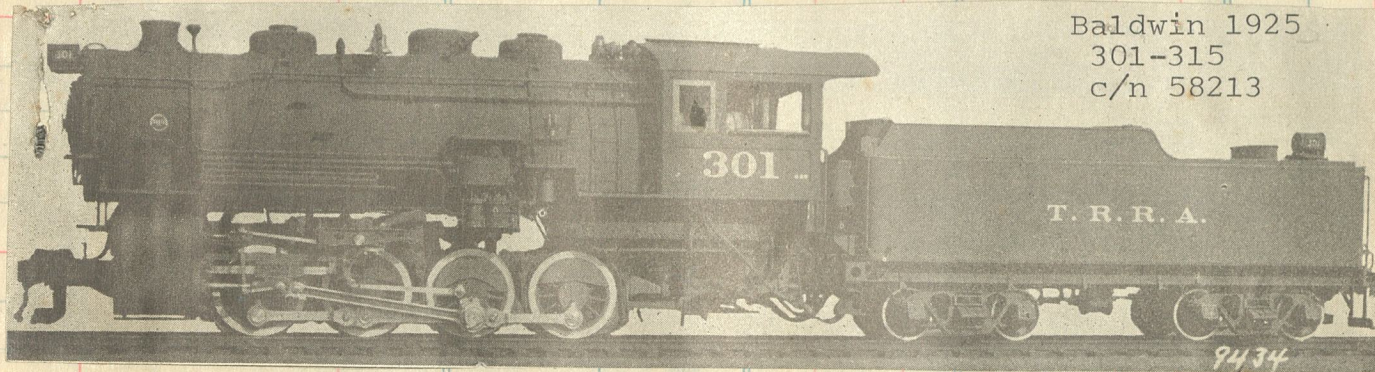
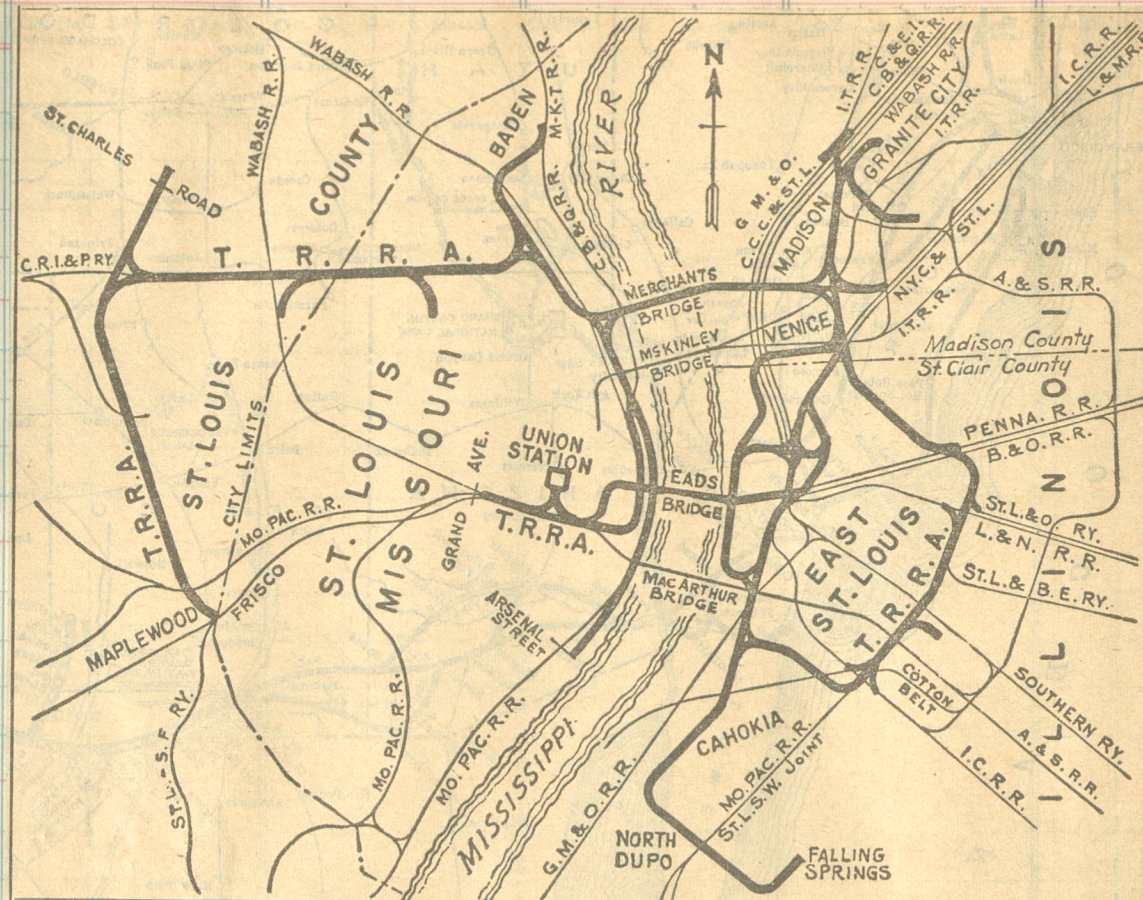


.....and here's the 502 again two decades later [see initial clip] at Kansas City in 1922. At this time may have been working Trains #27 and #28, Kansas City-Slater locals. She served another seven years, being retired in 1929.



ALTON

Total
Add—Error _____
Deduct " _____
DATE _____
DATE _____
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

SELLER
DATETERMINAL RAILROAD ASSOCIATION
OF ST. LOUISPittsburgh 1912
120-134
c/n 51586Pittsburgh 1916
135-146
c/n 56579Baldwin 1925
301-315
c/n 58213

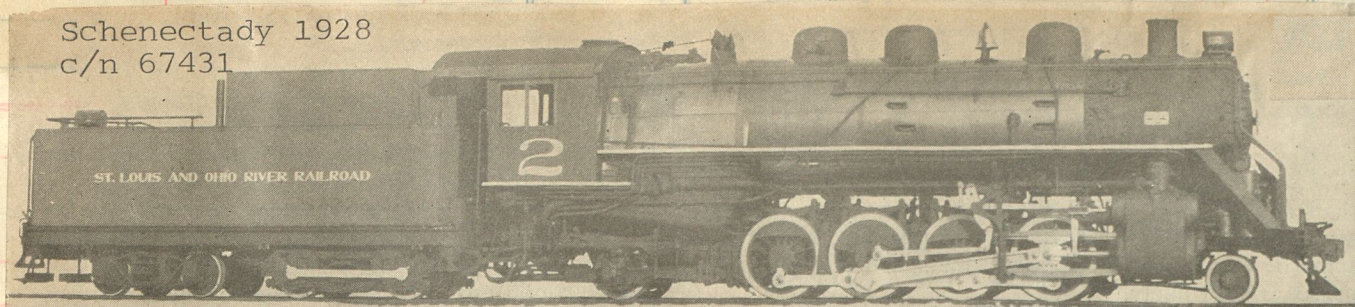
Terminal Railroad Association of St. Louis

serves the industrial district of St. Louis and adjacent communities on both sides of the Mississippi River. It connects and interchanges traffic with all of the 22 railroads at St. Louis-East St. Louis; with the Federal Barge Lines, Mississippi Valley Barge Line and the St. Louis National Stock Yards.

St LOUIS UNION STATION
(1920)

served the following roads:-

B. & O., C. B. & Q., C. & A., C. & E. I., C. R. I. & P.,
C. P. & St. L., Big Four [NYC], St. L.-SF, L. & N.,
I. C., L. H. & St. L. [L&N], M. K. T., MoP., M. & O.,
St. L. I. M. & S. [MoP] St. L.-SW, Southern, T. R. R. A.,
T. St. L. & W. [NKP] Vandalia [PRR] and Wabash



St. Louis & Ohio River 2-8-2 Type Locomotive Built by the American Locomotive Company—Engine Tractive Force 52,200 lb.—Tractive Force, with Auxiliary Locomotive, 65,100 lb.

ST. LOUIS AND OHIO RIVER RAILROAD.
JAMES DAVIES, President, East St. Louis, Ill.
Extends from East St. Louis, Ill., to Belleville, Ill., (14 miles).
Operated for freight service only.
Connections.—¹With Alton and Southern R.R. and Terminal R.R. Association of St. Louis. ²With Illinois Central System and Southern Ry.
January, 1940.

ALTON AND SOUTHERN RAILROAD

Mileage in operation, 31.

JAMES DAVIES, President, East St. Louis, Ill.
R. DURLEY, Vice-President, Maintenance
and Operation,
J. E. FORD, Secretary and Treasurer,
FRANCIS V. CROWLEY, Asst. Treas.,
R. E. McCLANE, General Auditor,

A. L. Lenny, Supt., East St. Louis, Ill.
H. L. HUETING, Agent and Car Acct.,
J. W. COULTER, Supt. of Motive Power,
W. J. NUBELING, Chief Engineer and
Purchasing Agent,
R. S. BOSTON, Traffic Manager, St. Louis, Mo.
R. M. HILL, Asst. Traffic Manager,

W. J. UBBEN, Asst. Traffic Mgr., St. Louis, Mo.
J. G. MARTIN, Commercial Agent,
E. A. EWALD, Freight Traffic Rep.,
C. J. SCHMIDT, General Agent, Chicago, Ill.
A. P. BINDRUP, Commercial Agt.,
C. E. LANG, General Agent, Pittsburgh, Pa.
J. P. GILBERT, Com'l Agent,

R. M. WAGNER, Freight Traf. Rep., Pittsburgh, Pa.
H. A. SOEKER, General Agt., Memphis, Tenn.
E. C. SINCLAIR, Freight Traffic Rep.,
F. H. MEYER, General Agt., Kansas City, Mo.
F. A. MELLUISH, Com'l Agt.,
W. W. SMITH, Freight Traffic Representative,
San Francisco, Cal.

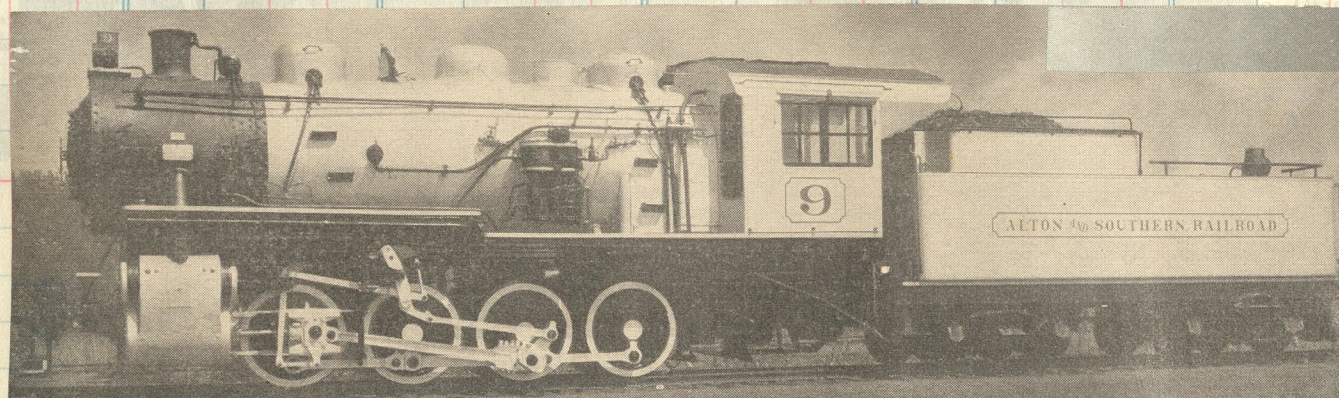
10 bks. (Eureka 461)
Printed in U. S. A.

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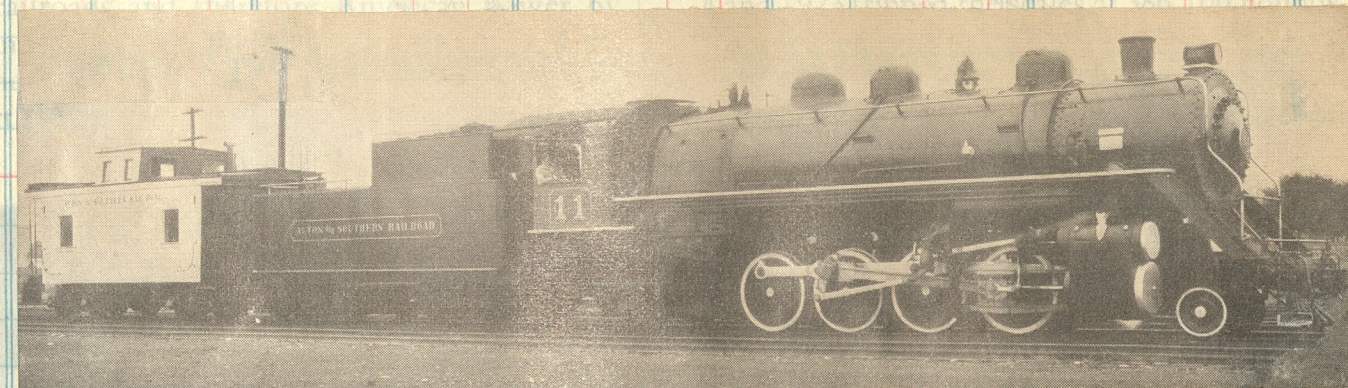
61



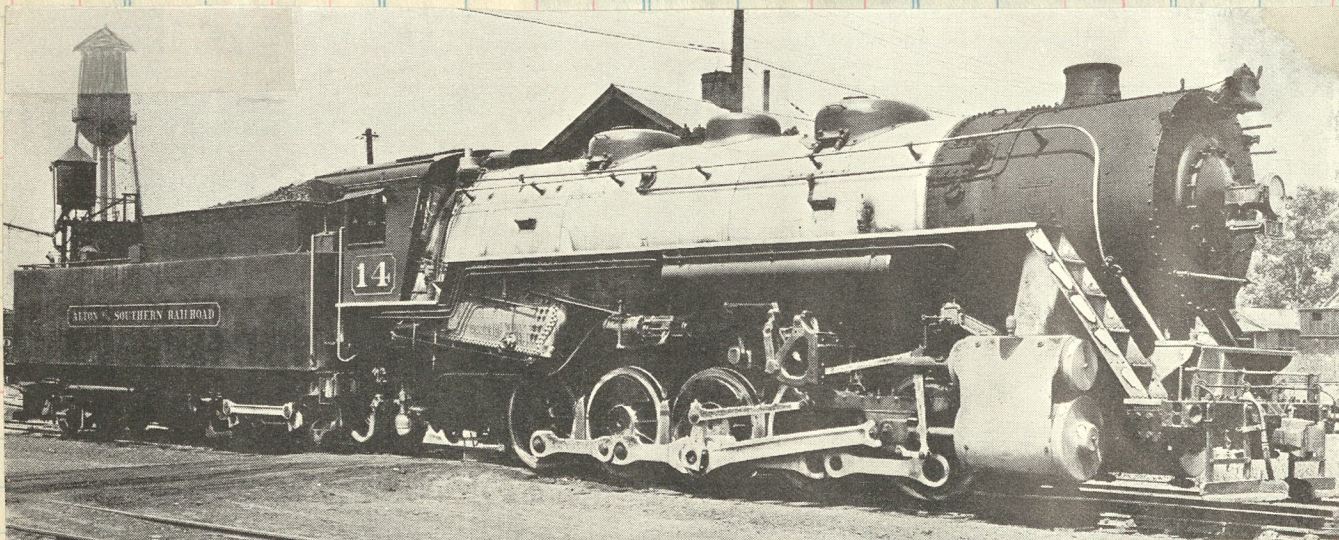
Important Connecting "Link" Between Eastern, Western, Northern and Southern Railroads, Providing Expedited Through Service.
This Company performs a Switching and Terminal Service in and around ST. LOUIS, MO., EAST ST. LOUIS, DUPO, VALLEY JUNC., GRANITE CITY, MADISON and MITCHELL, ILL., having direct connection with the following:
Alton R.R., East St. Louis & Suburban Ry., Louisville & Nashville R.R., New York, Chicago & St. Louis Ry., Pennsylvania R.R., St. Louis & Belleville Electric Ry., St. Louis & O'Fallon Ry., St. Louis, Troy & Eastern R.R., Southern Ry., Terminal R.R. Association, Wabash Ry., C. C. & St. L. R.R. (Big Four), Chicago & Eastern Illinois R.R., Illinois Terminal R.R. System, Litchfield & Madison Ry., Mobile & Ohio R.R., Superior Switching Facilities. Route your freight ALTON AND SOUTHERN R.R. (East St. Louis Outer Belt Line) and avoid all interchange delays. Our fast train service assures quick handling. **DOCK FACILITIES ON THE MISSISSIPPI RIVER AT FOX TERMINAL.** Further information upon application.



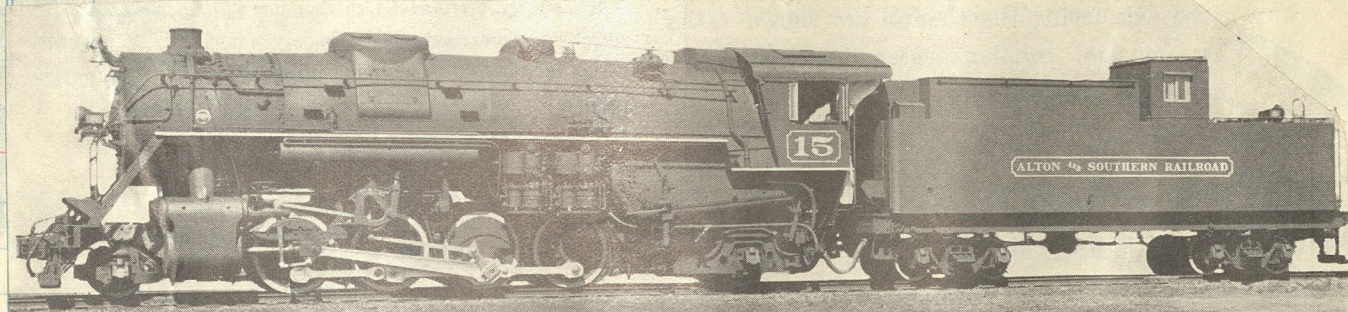
Brooks 1923 c/n 65270



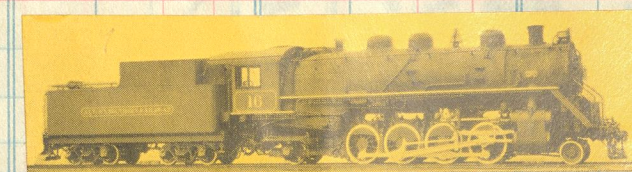
Schenectady 1926 c/n 66746



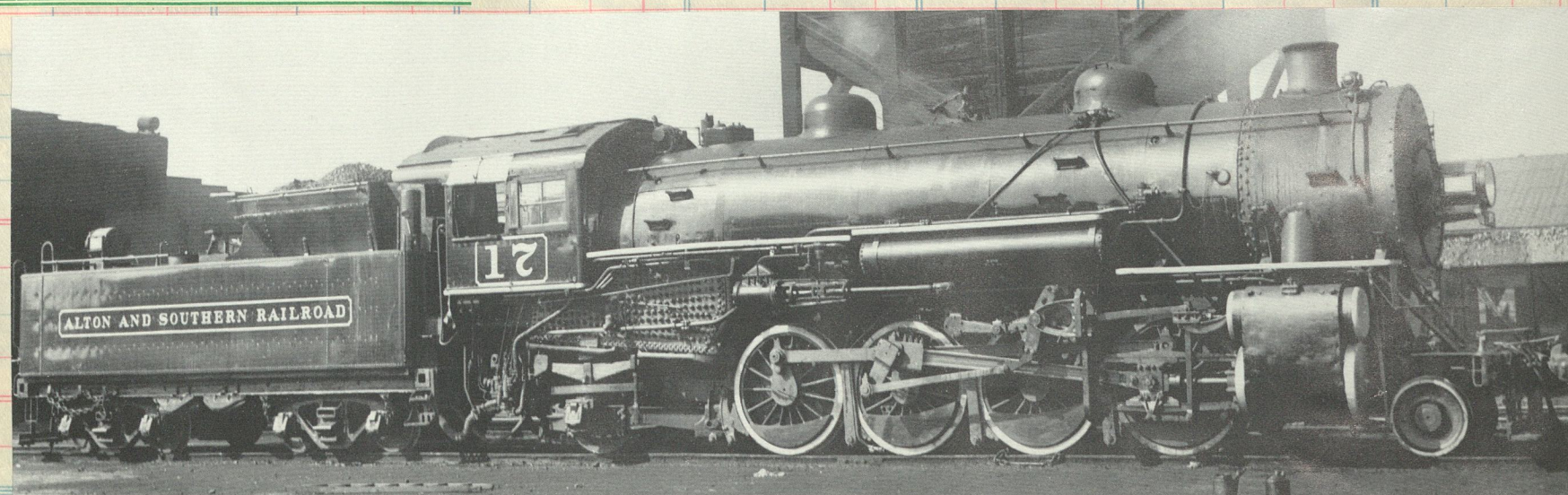
Baldwin 1930 c/n 61570



Baldwin 1936 c/n 61941



The final engine ordered by A&S
#16 c/n 69027 Schenectady 1937



This ol' girl had a rather interesting career. Built as CCC&StL (Big Four) #6661, a 2-8-0 class G-5h, by Brooks in 1906. C/n 39971. Rebuilt as a 2-8-2 in 1913 and noed B/4 #6057 class H-5o. In 1936 was noed N.Y.C. #1557. Sold to A. & S. #17 in 1937 and the next year went to the Tennessee Central #730. She was one of thirty seven N.Y.C. H-5 Mikes sold to eight different roads 1937-1942.

2,257 MILES OF SERVICE

PERE MARQUETTE



Pere Marquette's rail lines serve Michigan, Indiana, Illinois, Ohio, New York and Canada Its carferry lines provide year 'round service between Ludington, Michigan, and Milwaukee, Manitowoc and Kewaunee, Wisconsin.

PERE MARQUETTE RAILWAY

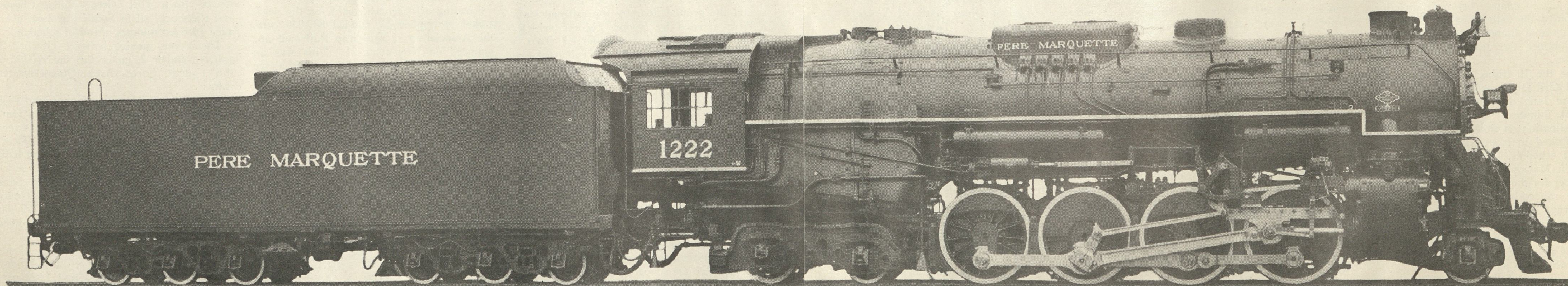


PERE
MARQUETTE

In 1927 the P. M. operated 2,243 miles with 449 engines, 335 passenger and 17,501 freight cars

TWELVE MORE 2-8-4's FOR

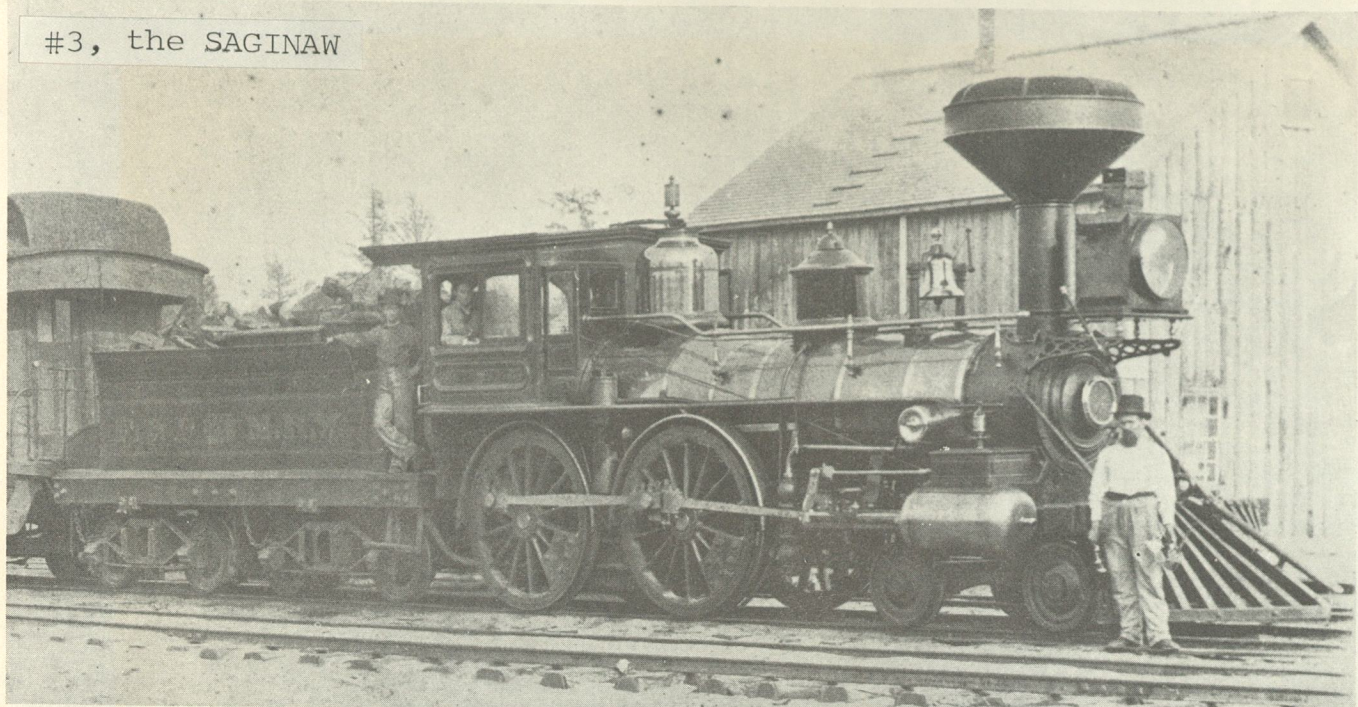
PERE
MARQUETTE



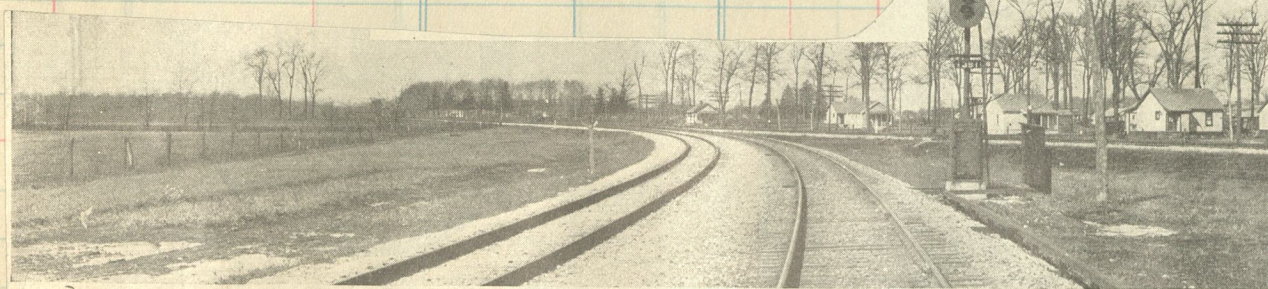
A THING OF BEAUTY IS A JOY FOREVER

In locomotive circles the P. M.'s Berkshires would have to be acknowledged as perhaps the most handsome modern freight engines ever constructed. The designers at LIMA were experts when it came to locomotive aesthetics. #1222 was erected in 1941 c/n 7836. [Nos 1216-1227]

#3, the SAGINAW



FLINT & PERE MARQUETTE RAILWAY was a Michigan pike organized in 1857 and, after absorbing several short lines, was opened for service in 1874 between Monroe and Luddington. Engine 3 was built by Schenectady in 1871, bearing Shop No. 695.



On the Pere Marquette

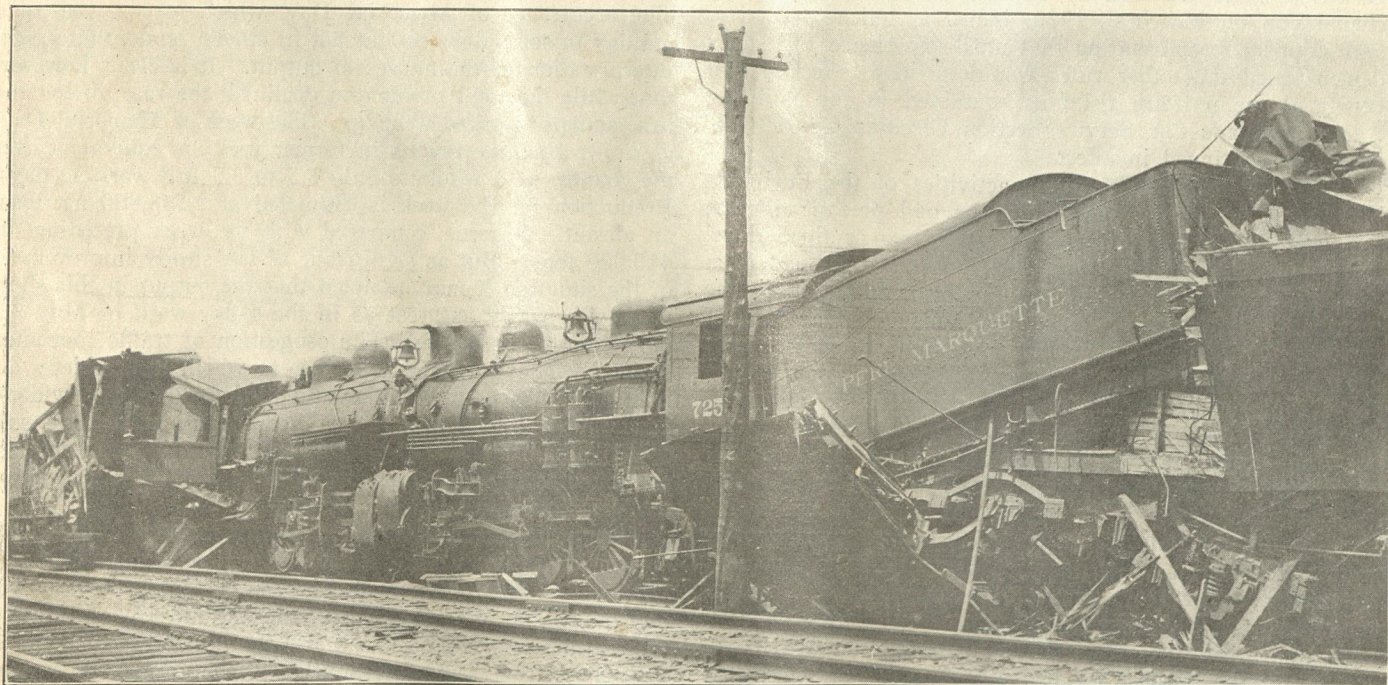
Pere Marquette "Resort Special" 1920 In Head-On Collision

IN A BUTTING COLLISION between two Pere Marquette trains on Baltimore & Ohio tracks near 103rd street, Chicago, about 7:45 A. M., June 14, one employee was killed and 14 persons seriously injured. The trains involved in the accident were passenger train No. 10, westbound, and an extra freight train, eastbound, the Pere Marquette having trackage rights over the Baltimore & Ohio tracks from Pine Junction, Ind., to 95th St., Chicago, a distance of about seven miles. The passenger train, known as the "Resort Special," which runs at present on a twice-a-week schedule, was making its second trip of the season from northern resort points in Michigan.

Earlier in the morning a B. & O. westbound freight train had pulled out a drawbar, blocking the westbound main track between the Indiana-Illinois state line and the South Chicago yards. Pere Marquette passenger train No. 8 and B. & O. passenger train No. 15 were run around this train

wood frame construction, between the passenger engine tender and the heavy steel Pullmans, killing the conductor, who was in the baggage car, and injuring those in the combination car. One Pullman car was slightly damaged. The tender of the freight engine was driven into the boiler head, destroying the cab; the steel frame box car back of the tender was demolished and the steel underframe was doubled back against the engine frame. A number of the weaker cars in the freight train were also wrecked.

While the road is equipped with automatic block signals, the passenger train, in running against the current of traffic, had no signal protection on that track, signals being set against an eastbound train ahead of the train going west, as this train entered the different track circuits controlling the signals. Train movements, as a rule, in the South Chicago yard limits, which extends from South Chicago to Pine Junction, Ind., a distance of approximately seven miles, are handled locally instead of under the jurisdiction of the train dispatcher. In this territory there are four interlocking plants located at Calumet Draw, South Chicago, Whiting, Ind., and Indiana Harbor and Pine Junction, between which



The Engines After the Impact. The Telescoped Baggage Car Shown at the Right

on the east-bound main from Whiting, Ind., to the interlocking plant at Calumet Draw, South Chicago. After these trains had cleared, the freight involved in the collision started east on the eastward track, from Rock Island Junction (95th street). In the meantime, evidently through a confusion of orders, Pere Marquette passenger train No. 10 was diverted to the eastward main at Whiting, Ind., about three miles east of the point of the accident, and was proceeding toward Chicago at about 30 miles an hour when the accident happened at a point approximately 700 ft. west of the Indiana-Illinois state line. The morning was clear, the track is a tangent to the west, while a 1-deg. curve to the south started at the automatic signal location E257-12, approximately 500 feet west of the state line, after which the track is again tangent into Whiting, Ind., the view being fairly unobstructed except for a pole line between the B. & O. and New York Central tracks, which are parallel at this point.

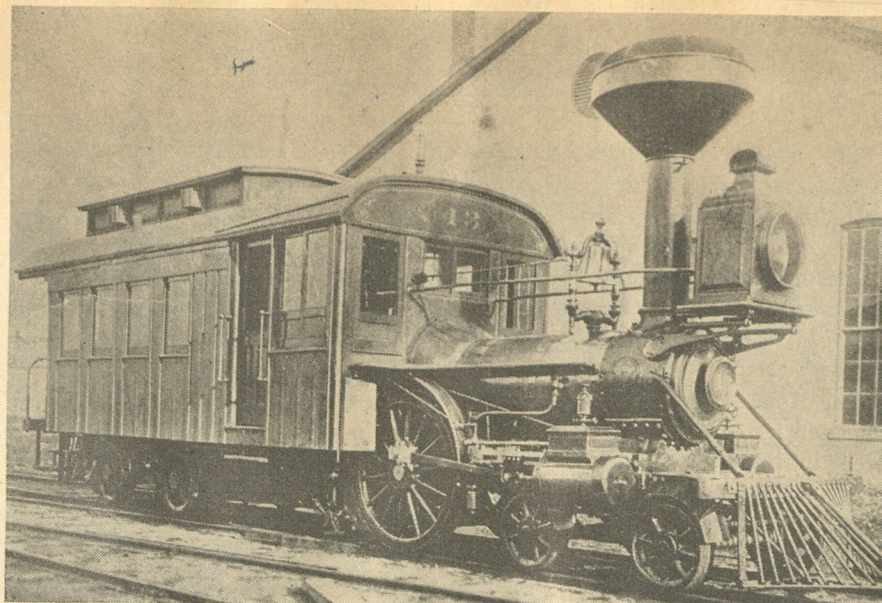
The force of the collision smashed in the front ends of the engines, and they were locked in position with the smoke stacks and steam chests together. The impact telescoped the baggage car and one combination coach, which were of

these movements are made. An investigation of the signal system showed it to be in perfect working condition, it being in no way involved in the accident.

The Pere Marquette operates under trackage rights over the B. & O. from Pine Junction, Ind., to Rock Island Junction (95th St.), Ill.

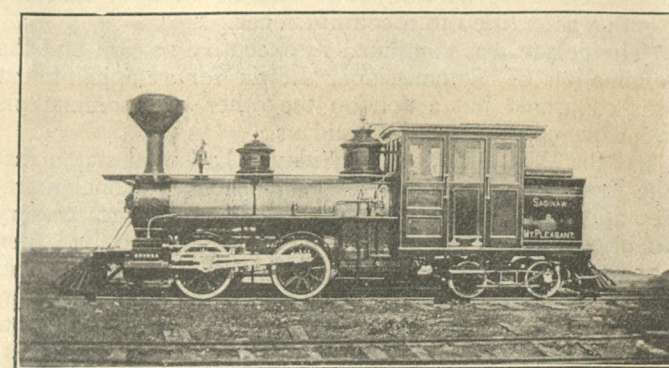
COLOMBIA'S TRANSPORTATION SYSTEM consists of the Magdalena River steamers and 11 railroads connecting either directly or indirectly with river ports. These 11 railroads have a combined mileage of 492 miles.

HIGH WAGES AND LESSENED EFFICIENCY still support high prices. There are as many workmen in the country today as there were a year ago, or two years ago. But their output is not so great and their wages much higher. Production costs are therefore increased. Strikes, holidays, vacations and diminished output per man all add to the price of goods, and hold up the price level. Labor inefficiency and sabotage are to be found in the transportation question, affecting distribution and hindering an orderly recession of prices.—The Wall Street Journal.



PEGGY THE PAY CAR

Peggy was built by the old F. & P. M., now a part of the Pere Marquette Railroad. She was used by officers as a pay car and general errand car. Photograph, taken in 1878, was lent



Built 1879—3 ft. gage

Saginaw & Mt. Pleasant #2
Brooks 1879 3° ga c/n 374



14000-14499

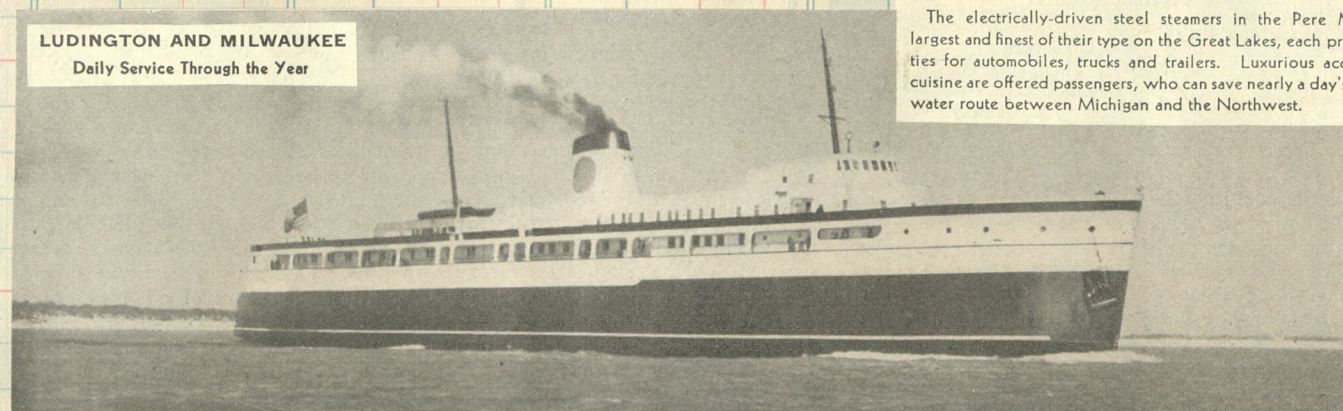
'Ralston
Built'
Cars

1923

DIRECT SERVICE Across LAKE MICHIGAN

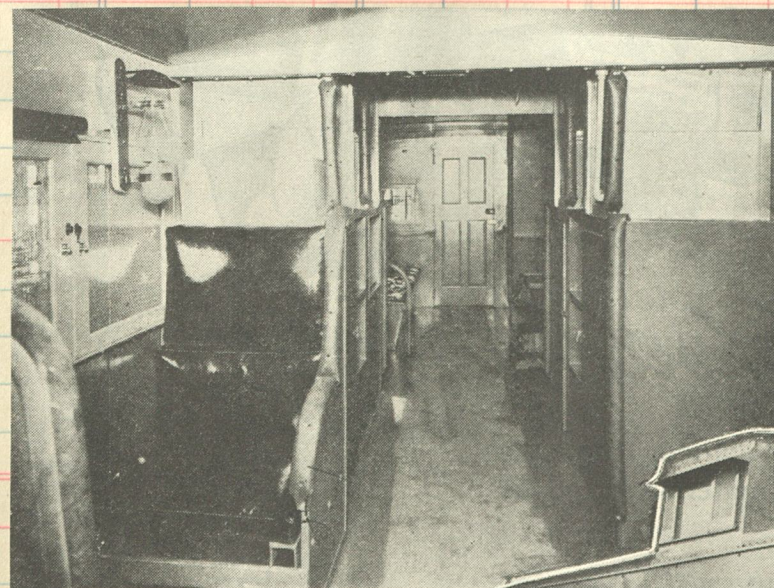
The electrically-driven steel steamers in the Pere Marquette Railway fleet are largest and finest of their type on the Great Lakes, each providing ample storage facilities for automobiles, trucks and trailers. Luxurious accommodations and excellent cuisine are offered passengers, who can save nearly a day's drive by taking this pleasant water route between Michigan and the Northwest.

LUDINGTON AND MILWAUKEE
Daily Service Through the Year

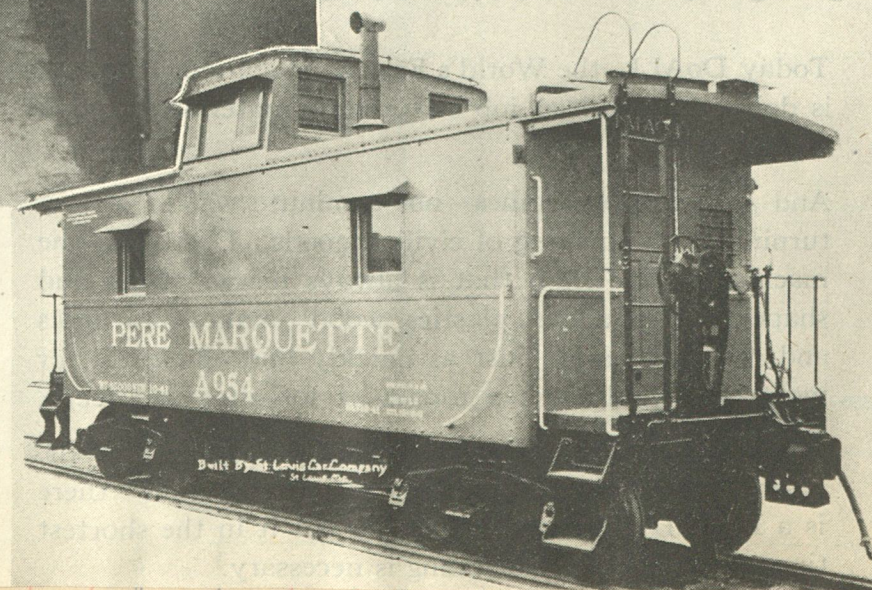


The \$2,000,000 City of Midland, Flagship of the Pere Marquette's Car-Ferry Fleet, Made Its First Trip on March 12 Between Ludington, Mich., and Milwaukee, Wis.

1941



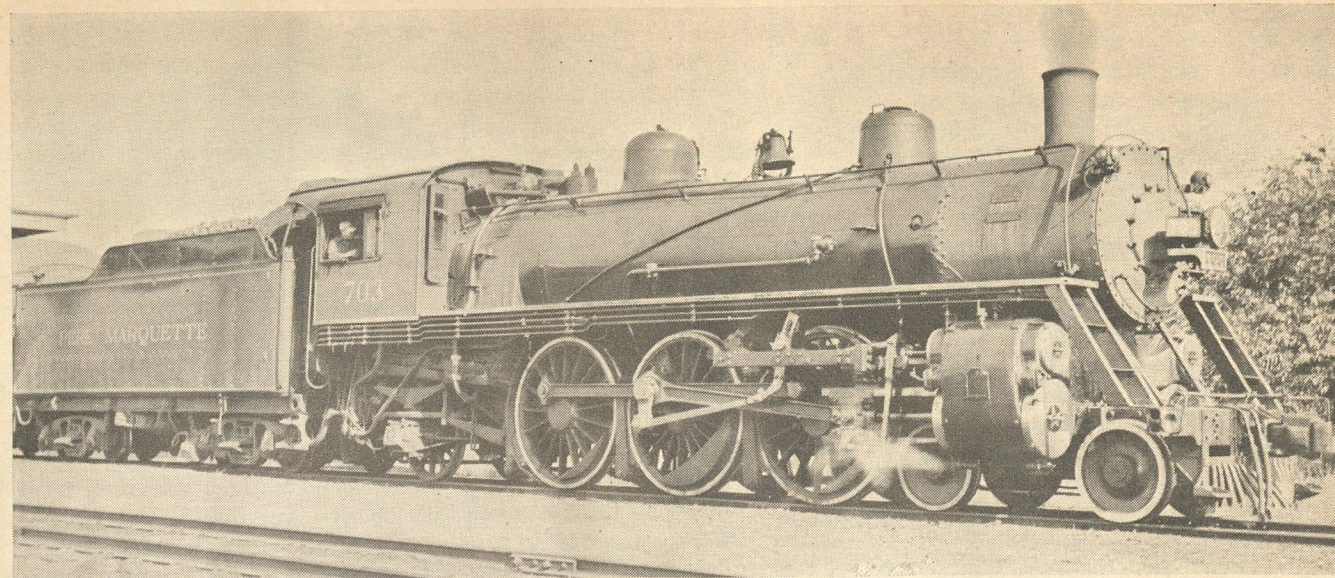
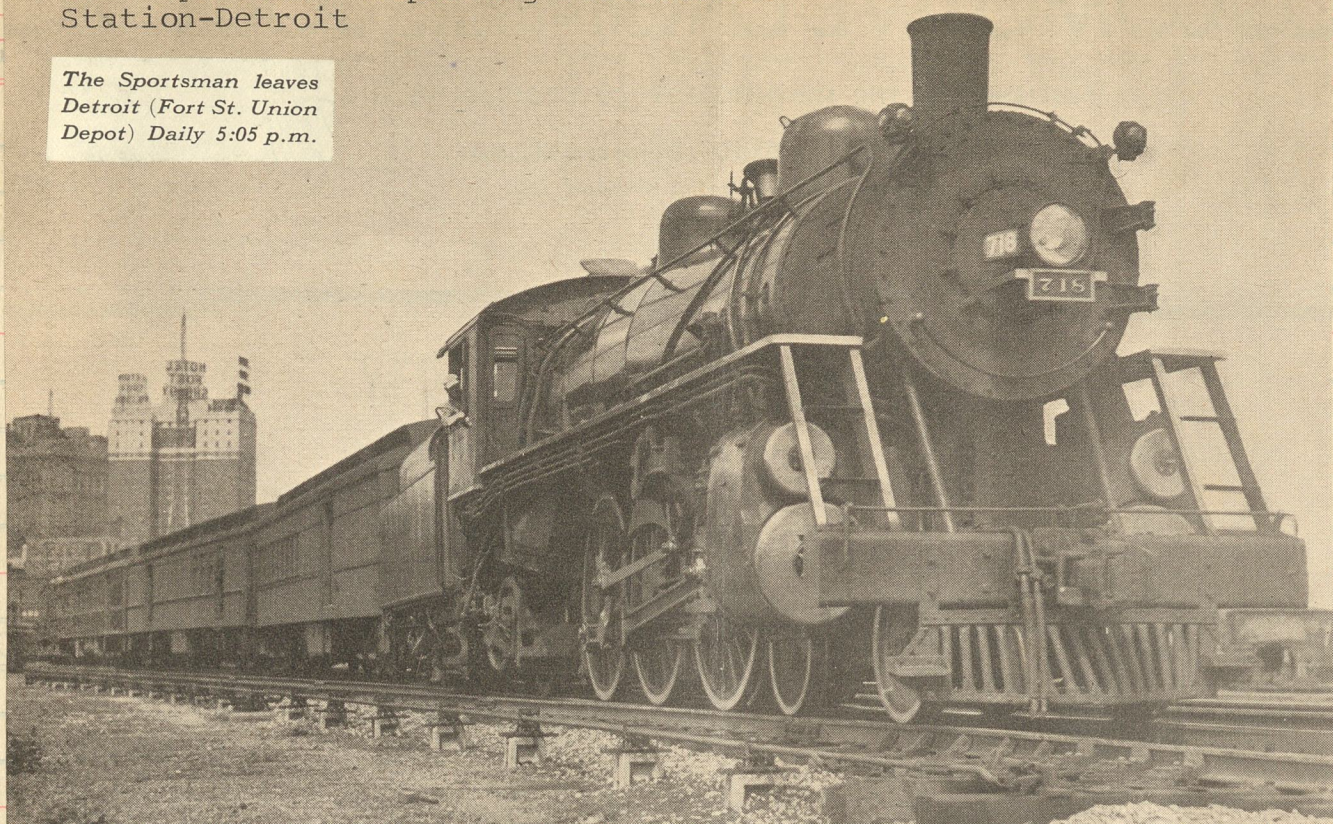
FIRST, all steel inside finished
caboose car, built for the Pere
Marquette Railway Company
in 1941.



1887
St. Louis Car Company
St. Louis, Mo.
1944
In Our Second Half Century

The "Sportsman" departing Fort Street Station-Detroit

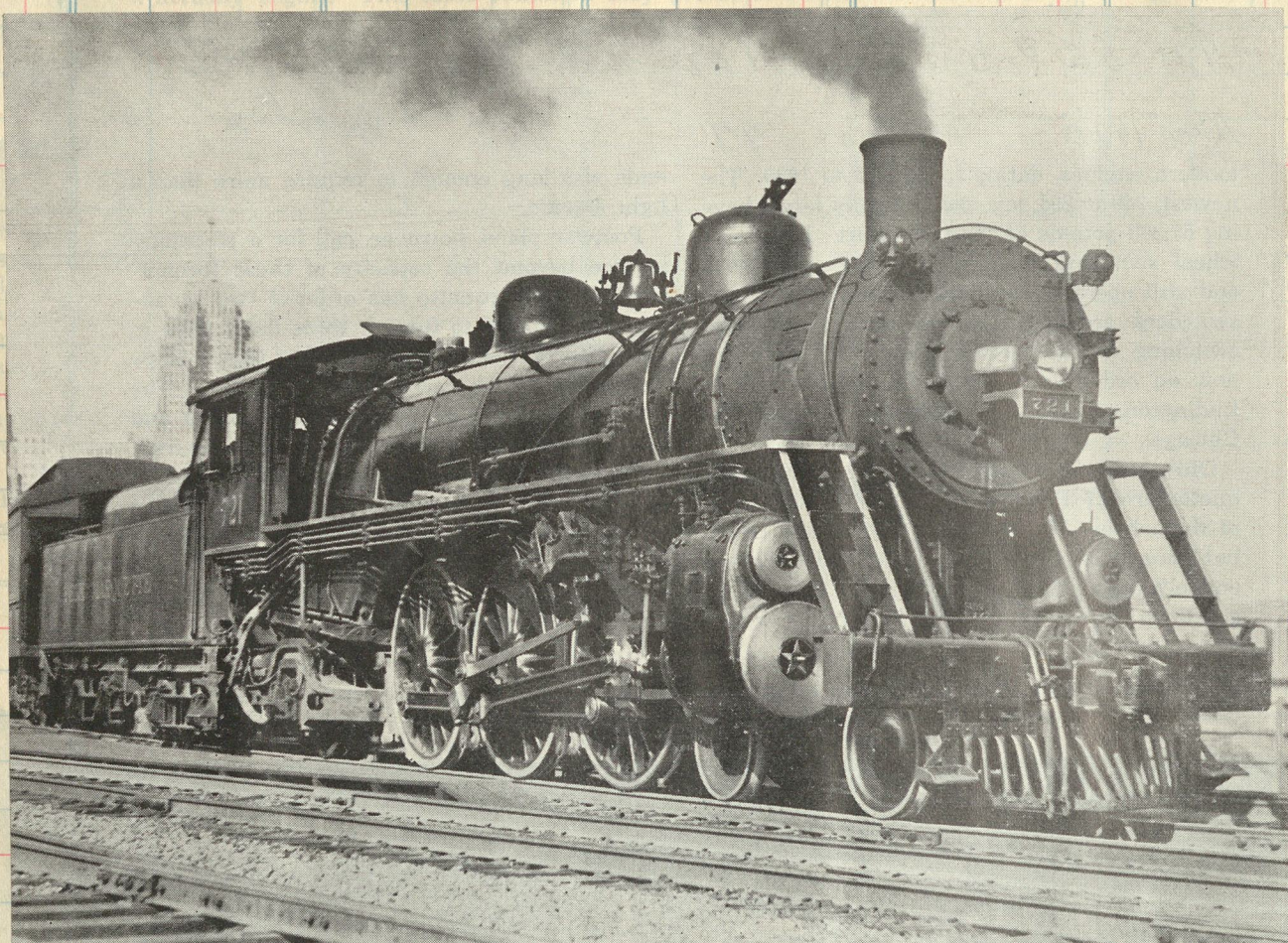
The Sportsman leaves Detroit (Fort St. Union Depot) Daily 5:05 p.m.



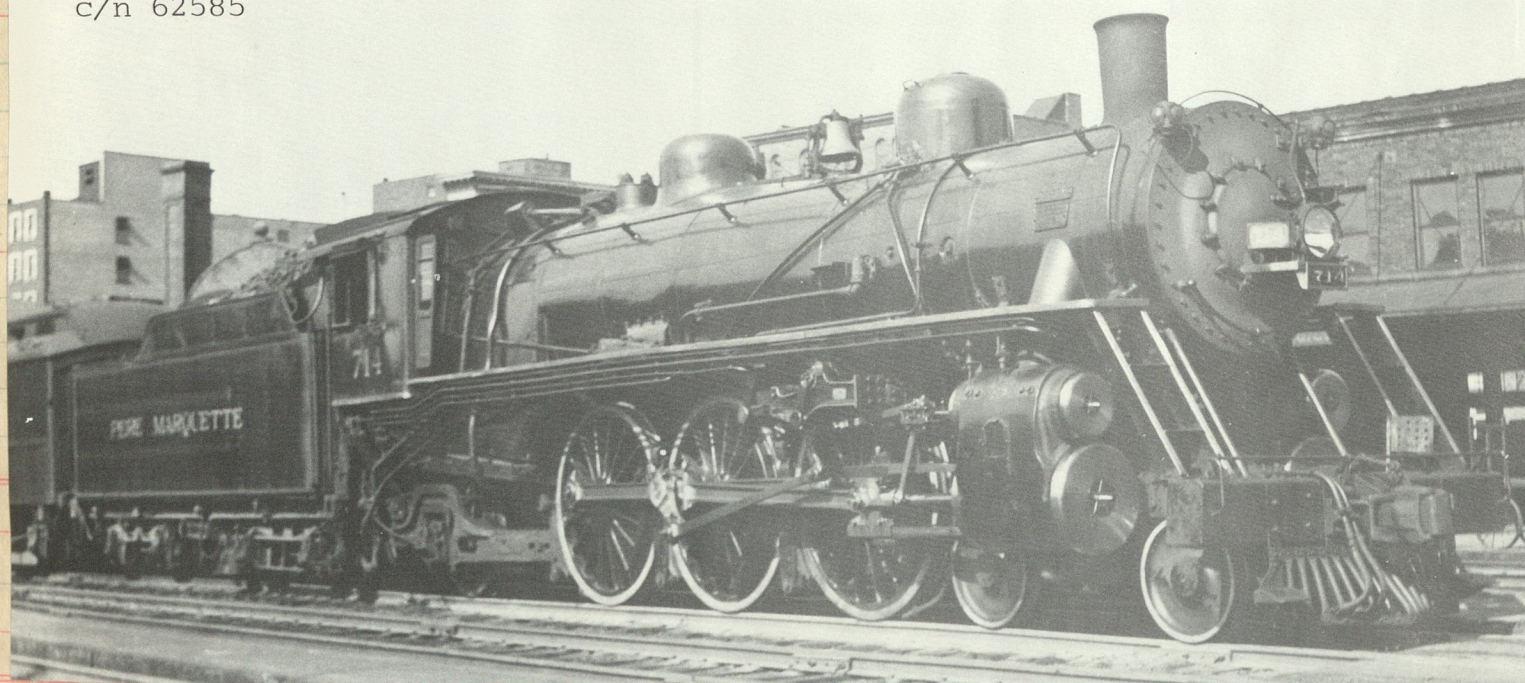
PERE MARQUETTE ENGINE 703 BUILT IN 1910

In the cab is Brother Charles Dwyer, Div. 286. Engine 703 was built at Schenectady, N. Y. Cylinders were 22 by 26 inches; drivers, 77 inches; boiler pressure, 200 pounds; weight, 240,000 pounds; traction force, 27,782 pounds; tender capacity, 10,000 gallons of water and 16 tons of coal.

Henry J. Walhout

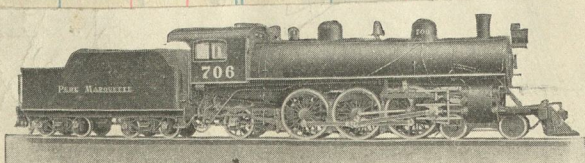


c/n 62585



Engine 728 trundles Pere Marquette train 3 under the Park Street viaduct at St. Joseph, Mich.

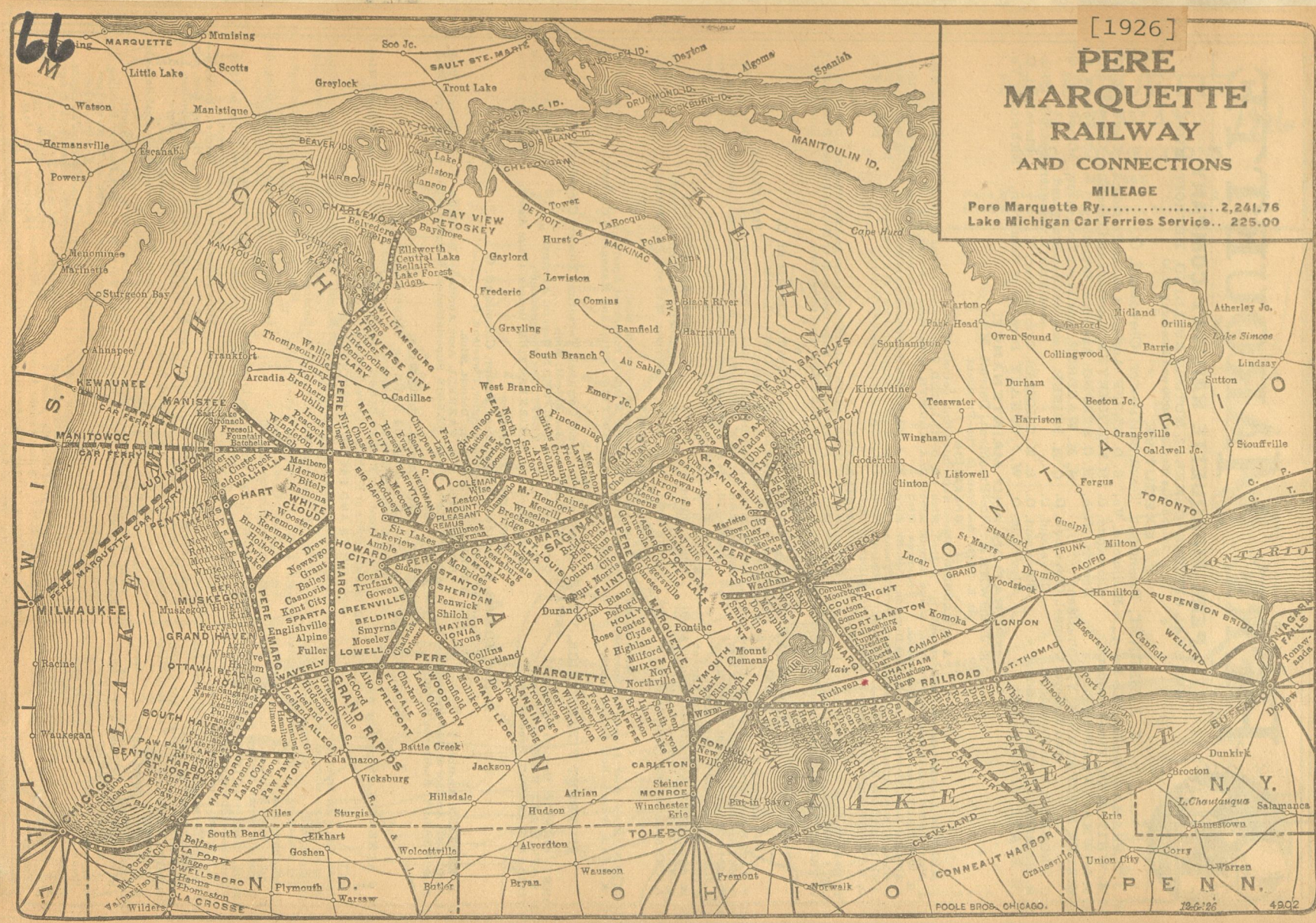
W. W. Sykes



PERE MARQUETTE RAILROAD

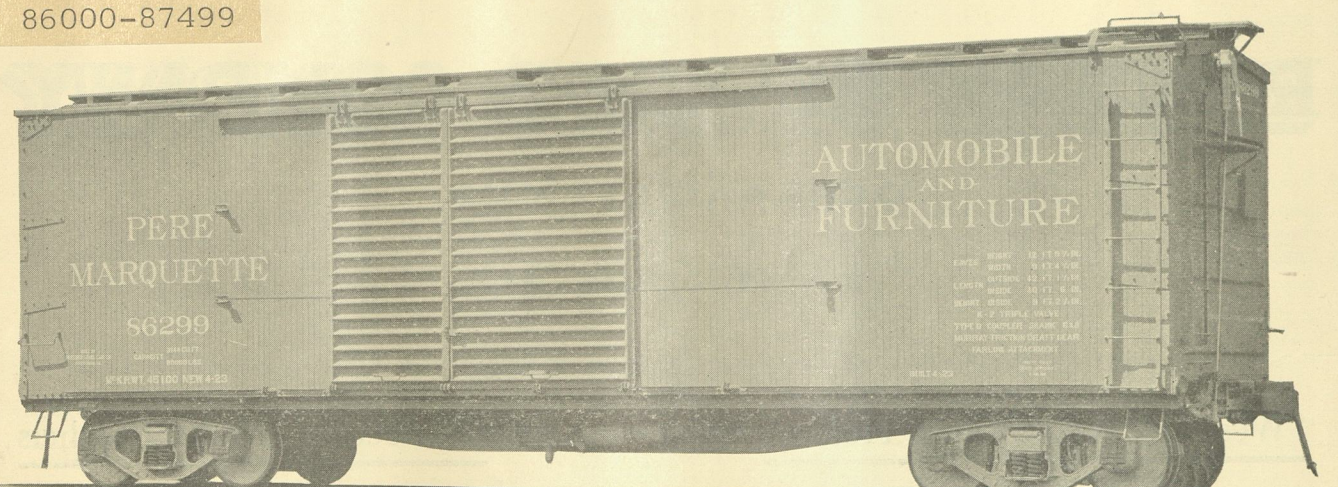
Total Weight of Engine, 220,000 pounds; Weight on Drivers, 142,500 pounds; Diameter of Drivers, 77 inches; Boiler Pressure, 200 pounds; Cylinders, 22 x 28 inches; Maximum Tractive Power, 29,900 pounds.

The Pere Marquette Pacifics ... The initial order was placed with Schenectady in 1910 for five engines noed 701-705 and classed as P-2. In 1911 an additional five, nos 706-710, were ordered from the same builder as class SP. Baldwin constructed the SP-2 class, noed 725-729, in 1914. The final series was an even dozen (711-722) delivered by Brooks in January 1921, class SP-3.



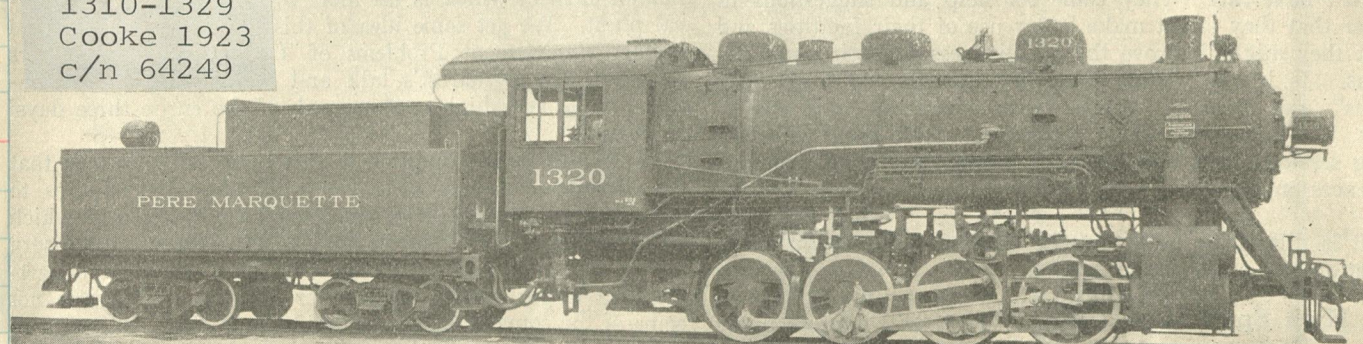
Ruthven, Ontario-on the old L.E. & D.R.

86000-87499



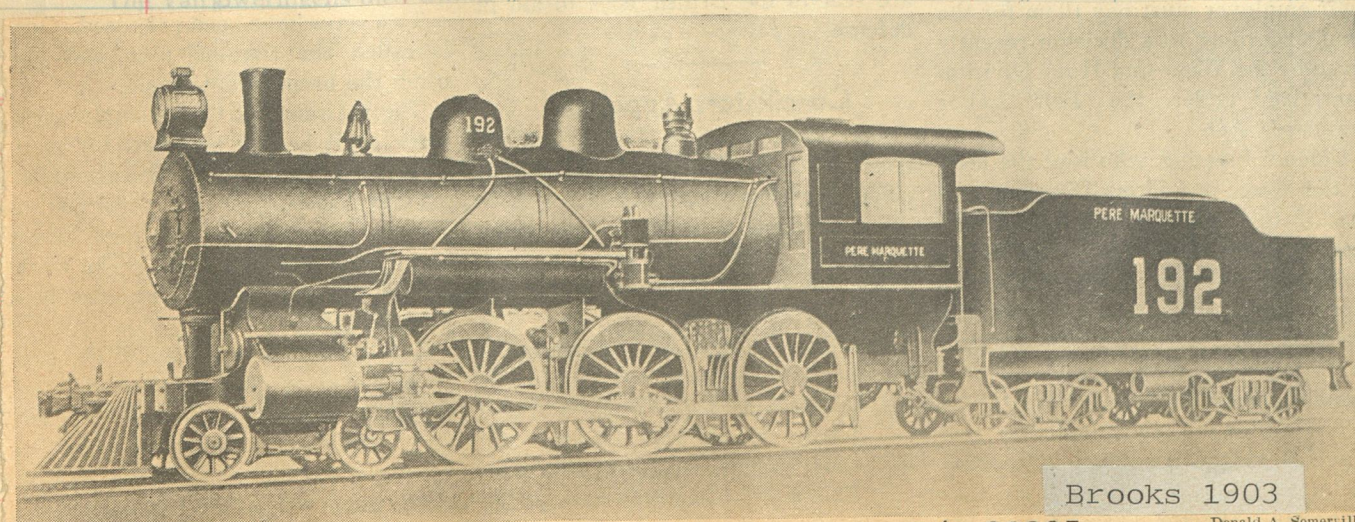
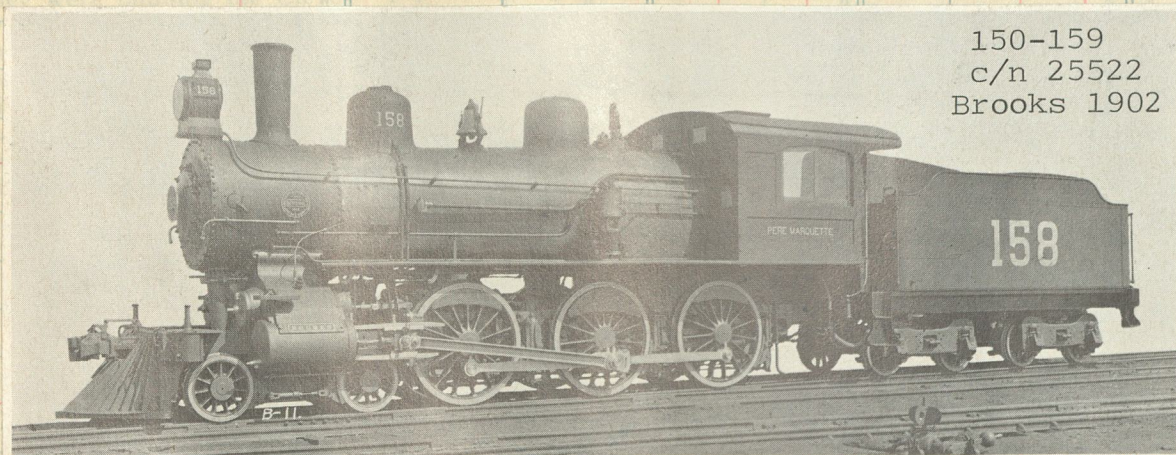
1923

1310-1329
Cooke 1923
c/n 64249



Eight-Wheel Switching Locomotive for the Pere Marquette, Built by American Locomotive Company

150-159
c/n 25522
Brooks 1902



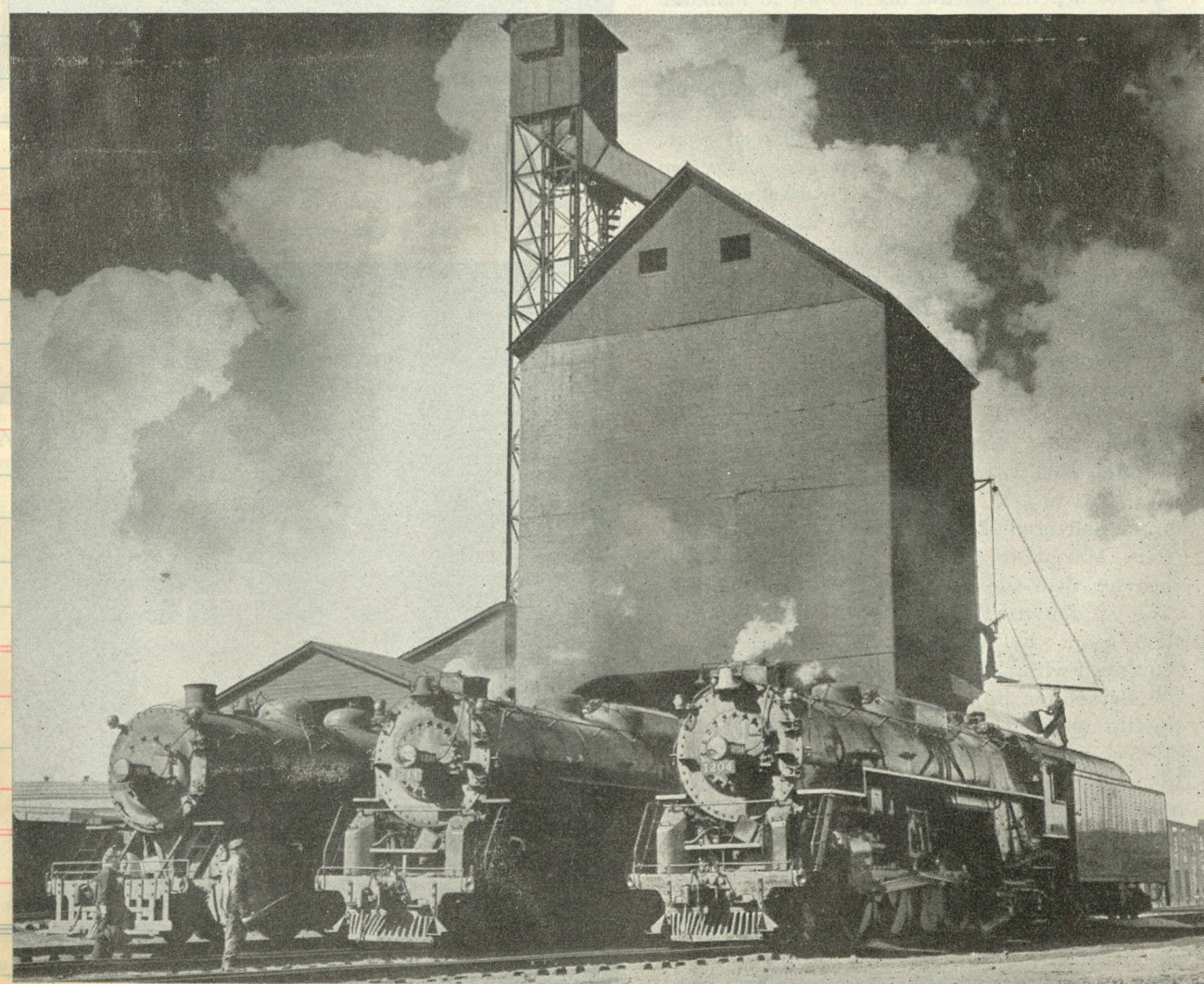
Brooks 1903

192 - 197

PERE MARQUETTE LOCOMOTIVE 192 c/n 29395

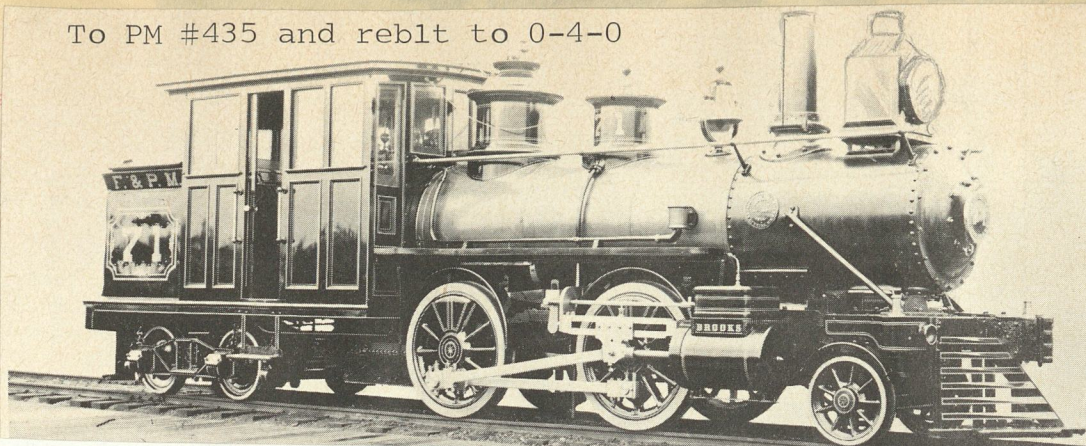
Donald A. Somerville

Cylinders of this locomotive are 20 by 26 inches; drivers, 69 inches; boiler pressure, 200 lbs.; weight without tender 156,500 lbs.; tractive force, 25,600 lbs.



Two of the 1200 series Berkshires and a Consolidation are being coaled at the Grand Rapids coaling dock. Pere Marquette is proud of the fine grade of coal it uses.

To PM #435 and rebt to 0-4-0



71-72

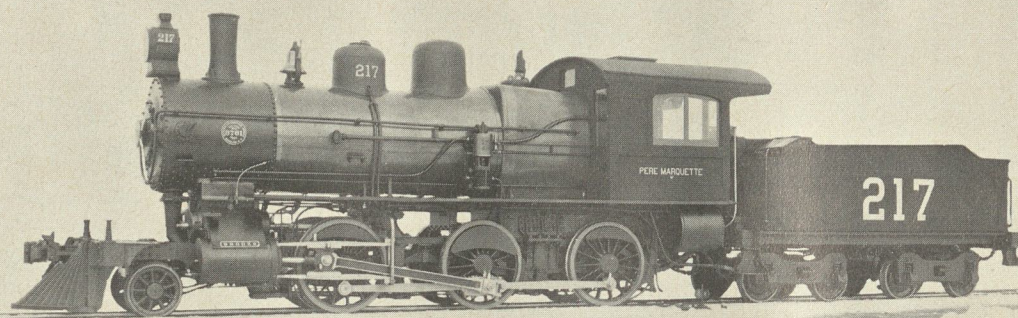
c/n 1021

Brooks 1884

215-218

c/n 3761

Brooks 1901



344

Class C-2

Brooks 1901

c/n 3844

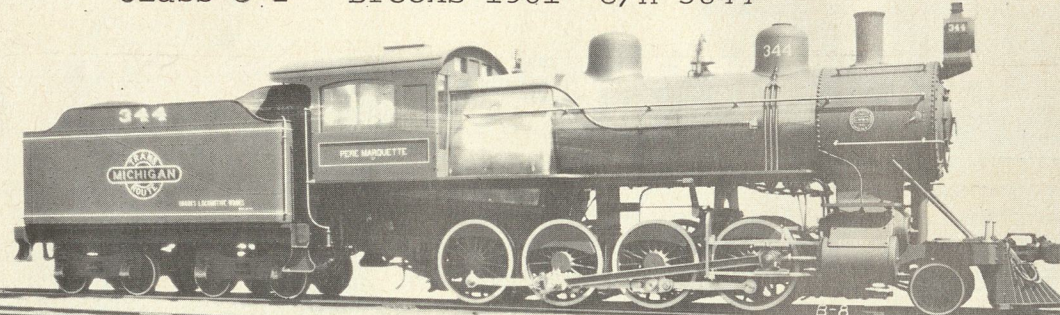
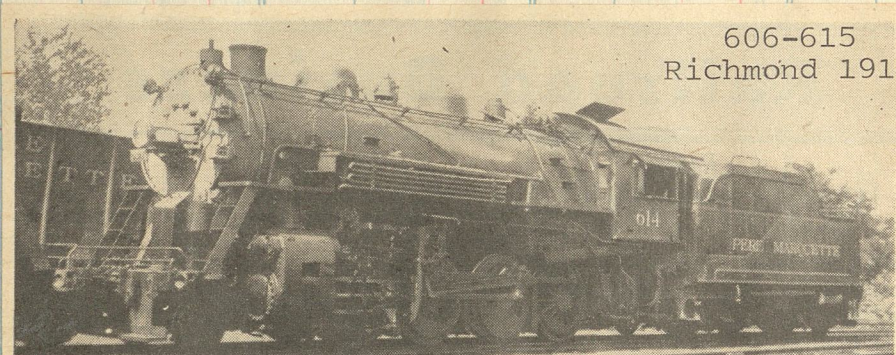


Exhibit engine at Pan American Exposition Buffalo N Y 1901



606-615
Richmond 1910

PERE MARQUETTE LOCOMOTIVE 614 AT CHATHAM, ONT.

Brooks 1911
901-925
c/n 50059

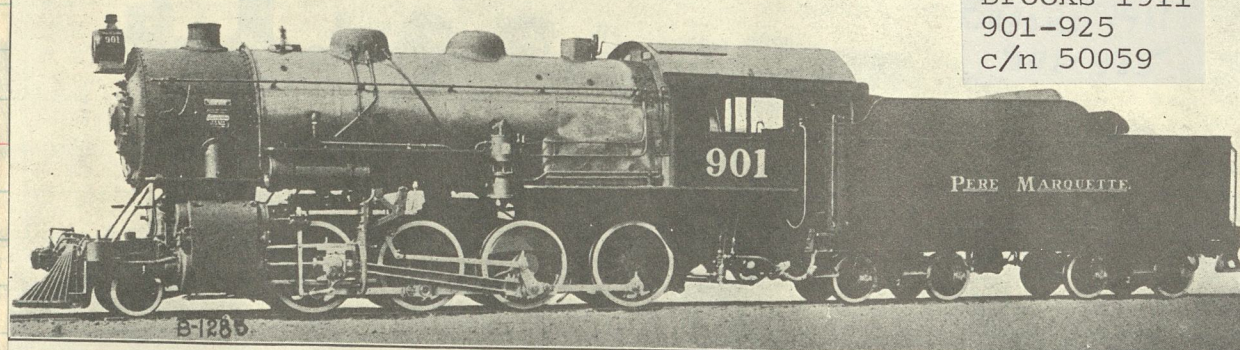
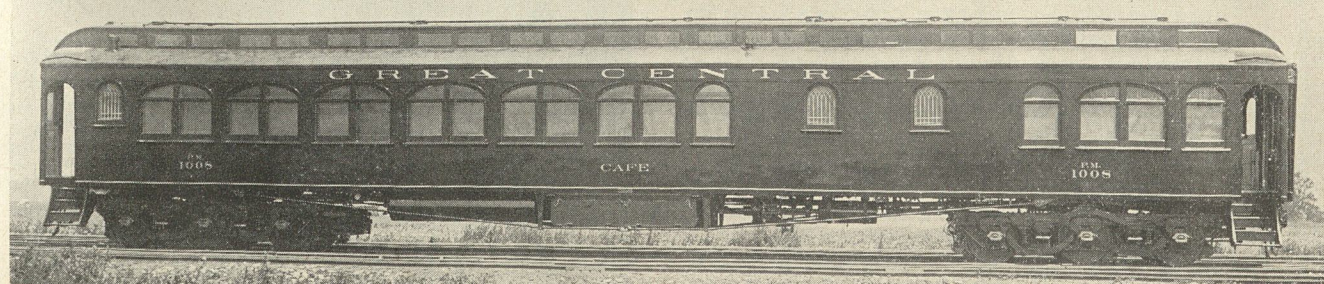


Fig. 54—Consolidation (2-8-0) Locomotive for Freight Service. Built for the Pere Marquette by the American Locomotive Company. Cylinders, 25 in. x 30 in. Working Steam Pressure, 180 lbs. per sq. in. Diameter of Drivers, 57 in. Tractive Effort, 50,328 lbs. Heating Surface—Tubes, 2,655 sq. ft.; Firebox, 185 sq. ft.; Total, 2,840 sq. ft. Grate Area, 56.5 sq. ft. Rigid Wheel Base, 17 ft. 6 in. Total Engine Wheel Base, 26 ft. 5 in. Weight on Drivers, 206,000 lbs. Total Weight of Engine, 229,000 lbs. Fuel, Soft Coal.



For a grandiose scheme

A CLASS of car popular at the turn of the century is shown in this rare shot — one of the few in existence from this little-known railroad system, the Great Central Route. No. 1008, a cafe-chair car, was outshopped in June 1905 at Pullman in preparation for the newest railroad consolidation of the day. Cincinnati, Hamilton & Dayton and Pere Mar-

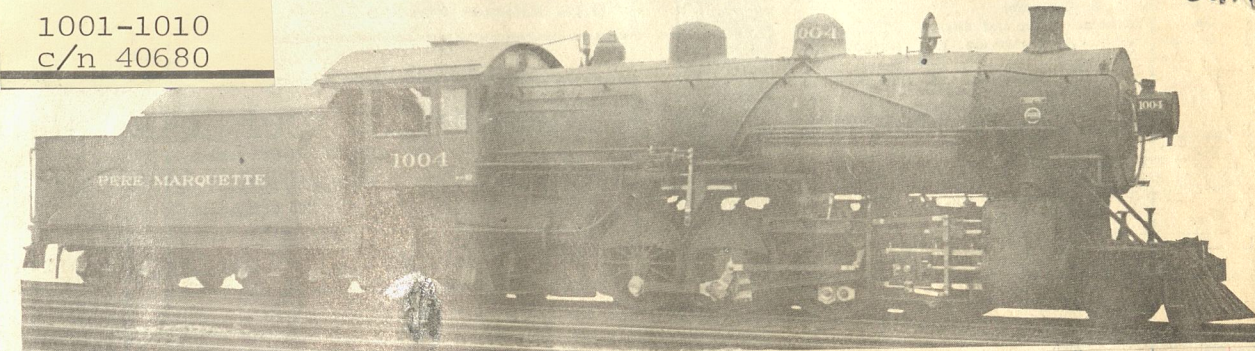
quette, together with Chicago, Cincinnati & Louisville (now C&O of Indiana), formed the Great Central Route reaching from Cincinnati on the south to Northern Michigan, and from Buffalo on the east to Springfield, Ill. This venture was short-lived, ending in receivership in 1907. In 1916, CH&D was purchased by B&O, concluding forever dreams of a Great Central. No. 1008, slated originally to run on the East Coast Flyer (Chicago-Grand Rapids), was built as a portion of Pere Marquette's contribution to the grandiose scheme.

STA



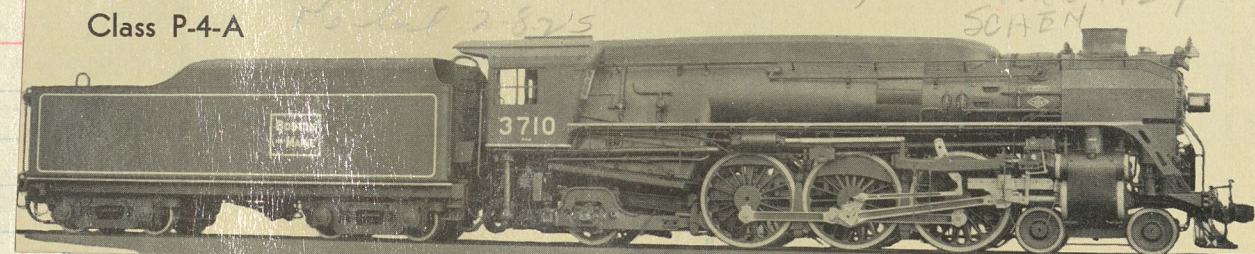
A 2-8-2 and a 2-8-4 roll Trn #90 thru Brighton, Mich

1001-1010
c/n 40680



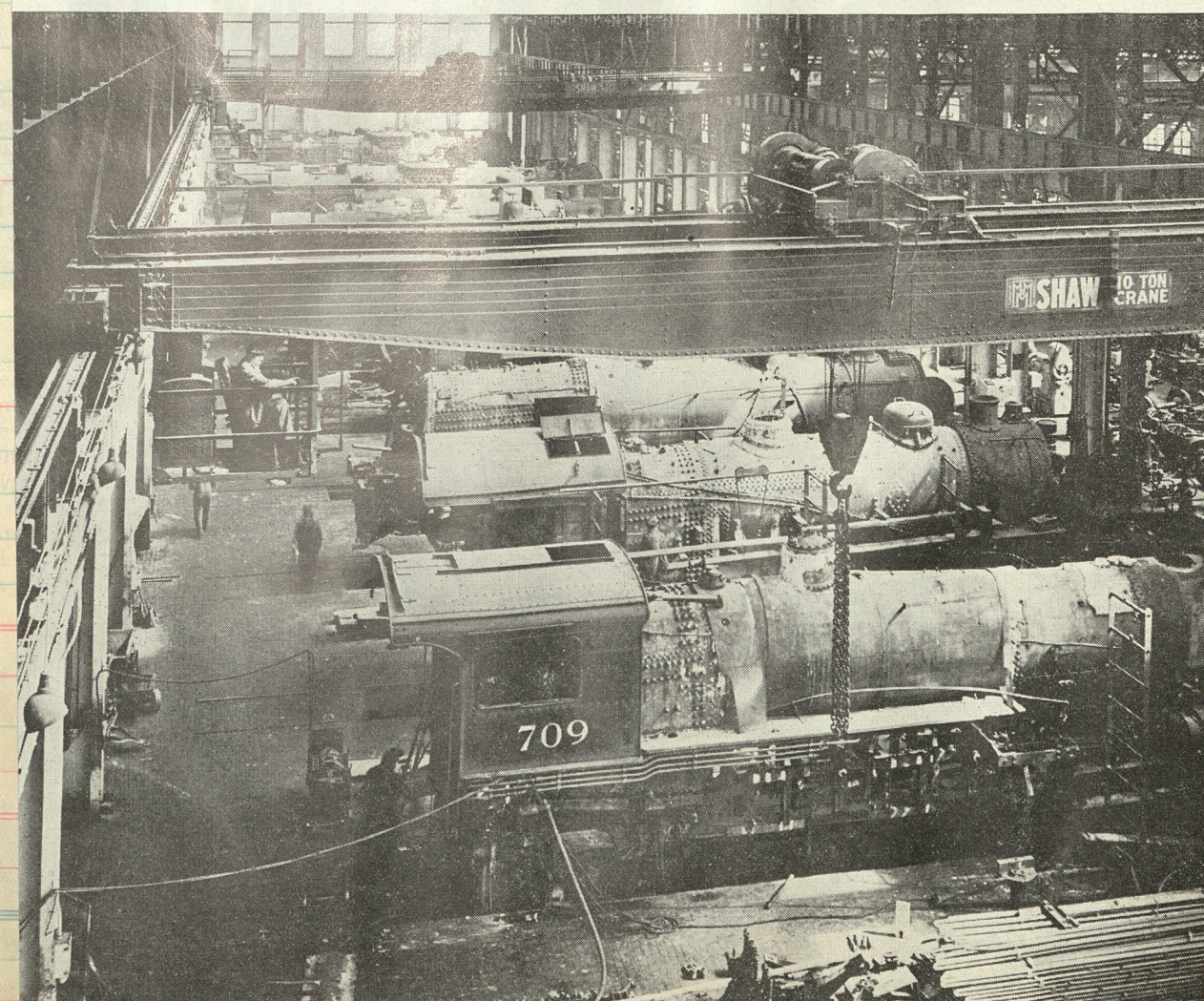
One of ten initial Mikado for the P M delivered by Baldwin 1913

Class P-4-A



Mikados 1041-1050 blt by Schen in 1927 was the final 2-8-2's received by Pere Marquette

The Wyoming locomotive back shop in Grand Rapids is capable of making heavy repairs on all classes of locomotives. Notice the Berkshires, with their large sand domes, in background.



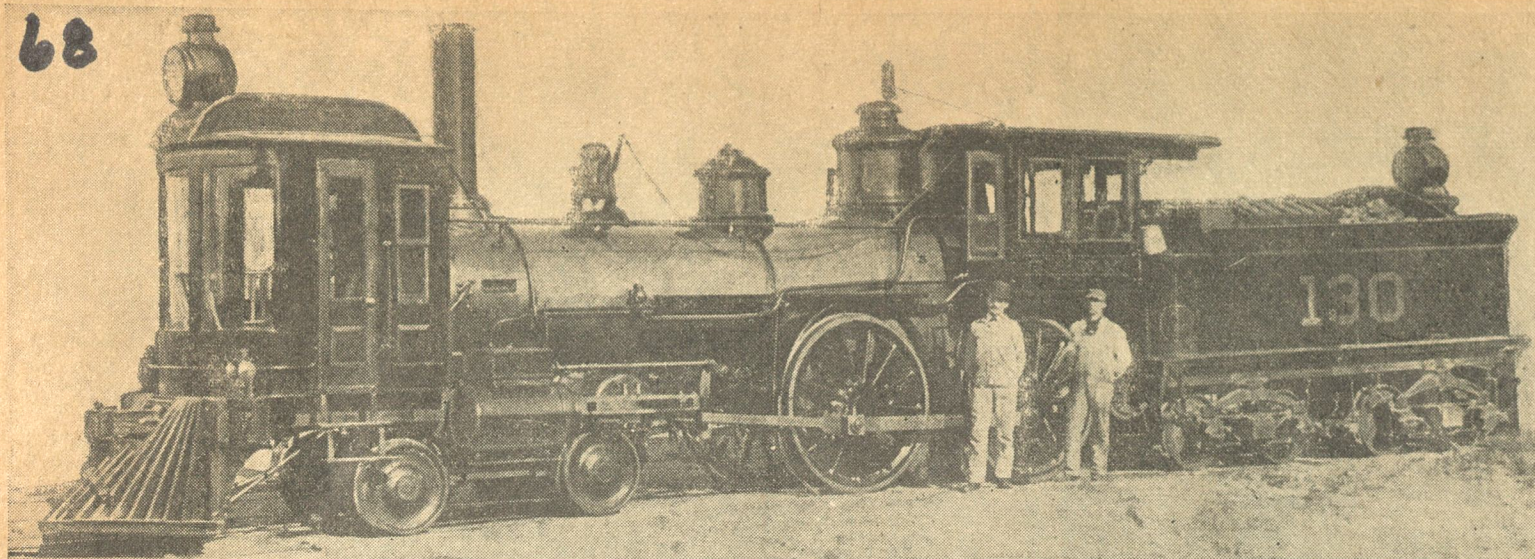
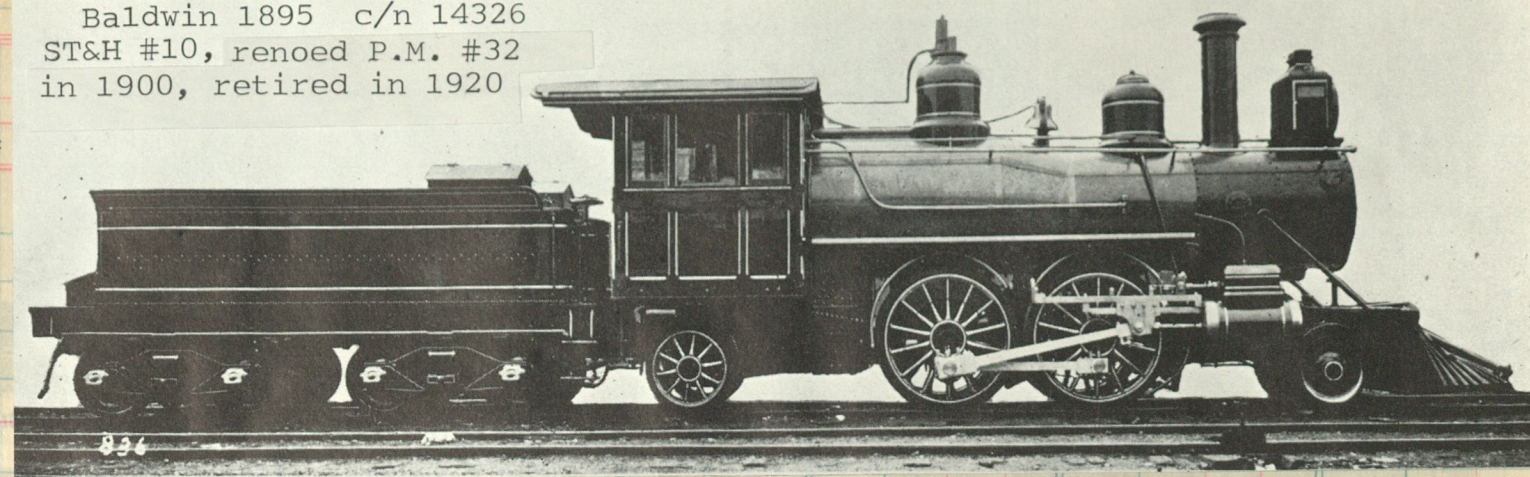


Photo from C. C. Buskirk, Big Rapids, Mich.
Track inspection engine of the Chicago & West Michigan at Grand Rapids (1896). Later the 130 became Pere Marquette Number 1

BRIGANTINE TRANSIT CO. 2-4-2 No. 32 was later sold to the Saginaw, Tuscola & Huron RR. (Collection of C. A. Brown)

Baldwin 1895 c/n 14326
ST&H #10, renoed P.M. #32
in 1900, retired in 1920



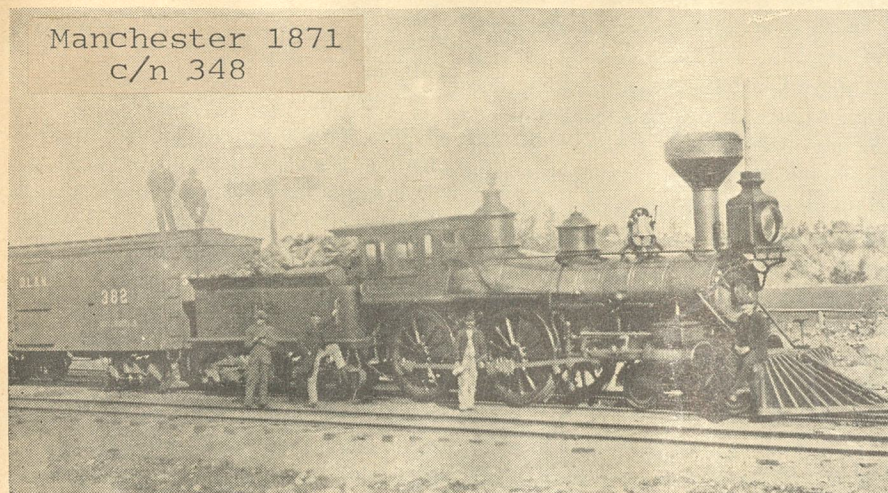
Manchester 1888
ex C&WM #117



LOCOMOTIVE 69 OF THE PERE MARQUETTE

Photograph taken in Pentwater, Mich., in 1909. Henry Campbell, conductor; James Garvey, engineer; Jake Achterhoof, brakeman; D. Moulton, mail clerk; Carl Bloomquist, fireman. (Baggage man unknown.) Photograph submitted by D. Moulton.

Manchester 1871
c/n 348



OLD DETROIT, LANSING AND NORTHERN RAILROAD'S ENGINE #4

Blt as Detroit, Lansing & Lake Michigan #4. To D.L. & N. #4, to D.G.R. & W. #14, to P.M. #96

Brooks 1905
377-381
c/n 38668

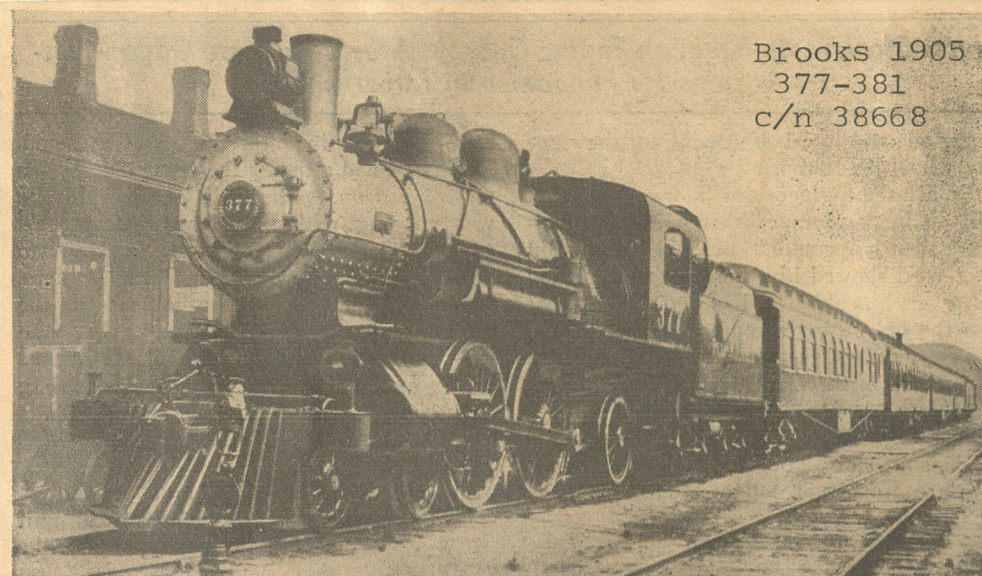
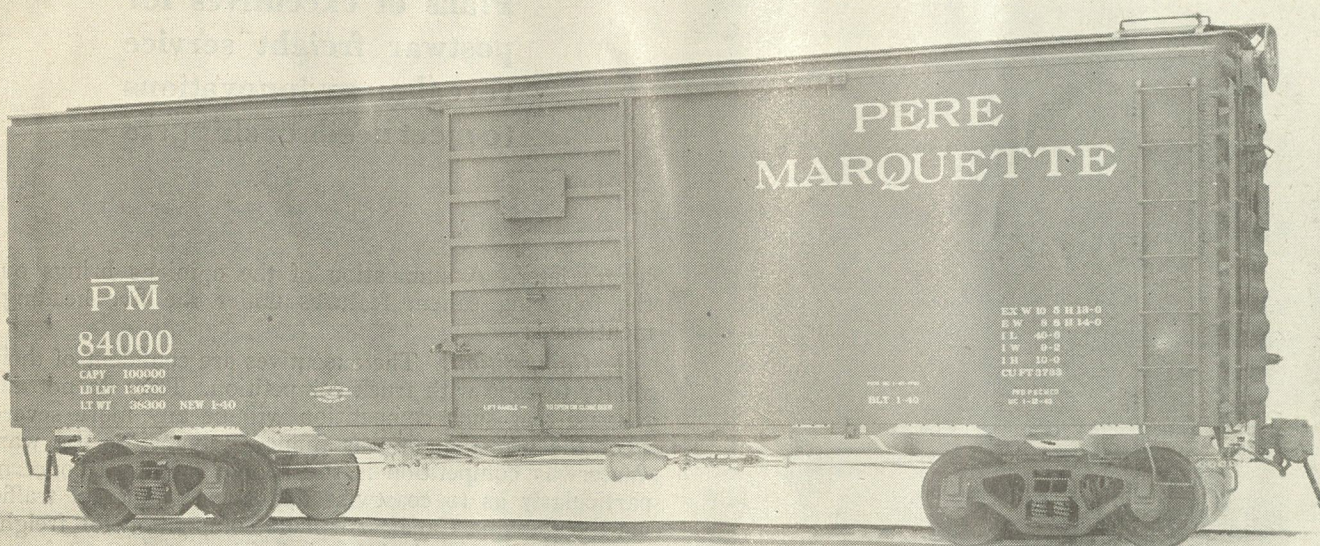
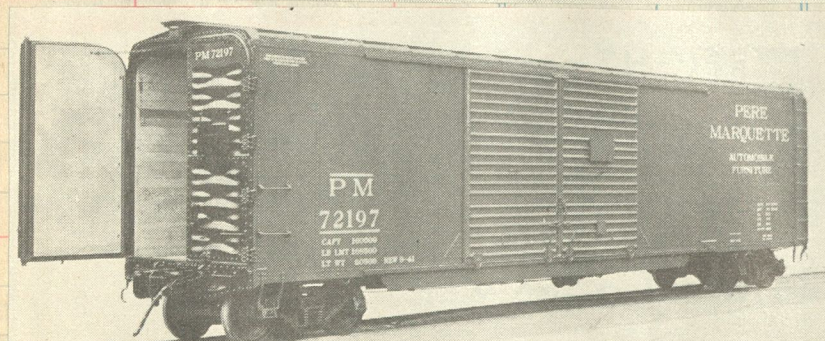
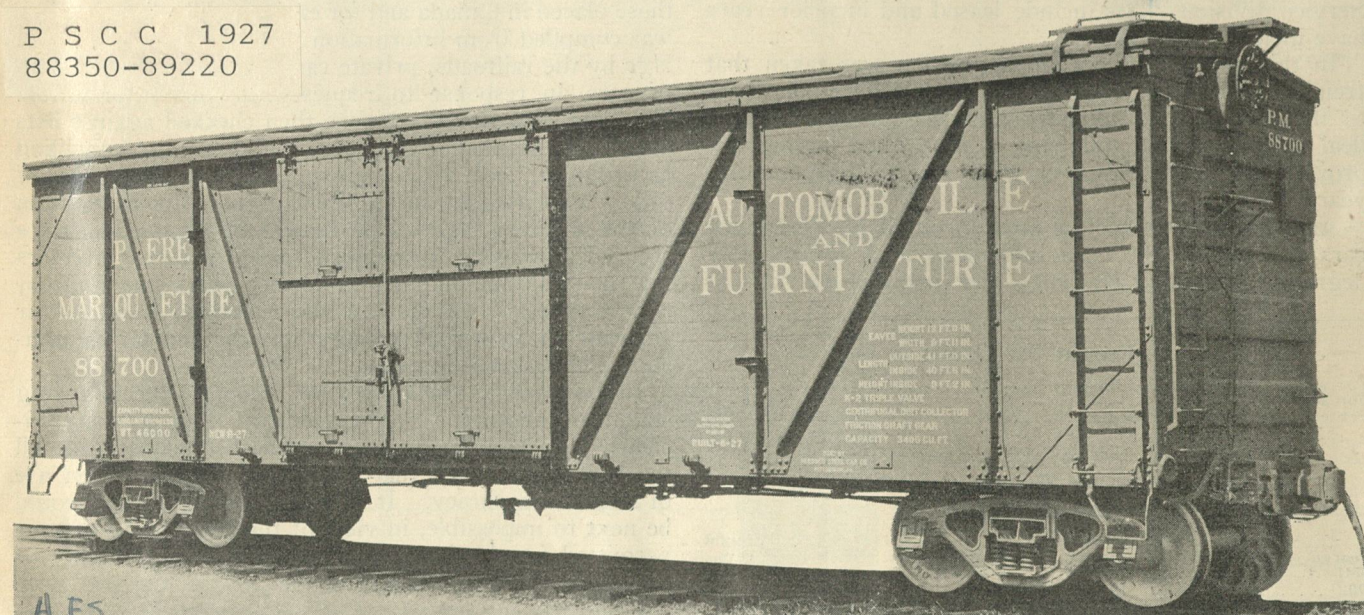


Photo by C. E. McCaull, 2026 Colfax St., Evanston, Ill.

ALCO-BUILT Pere Marquette 377 at St. Joseph, Mich., thirty years ago

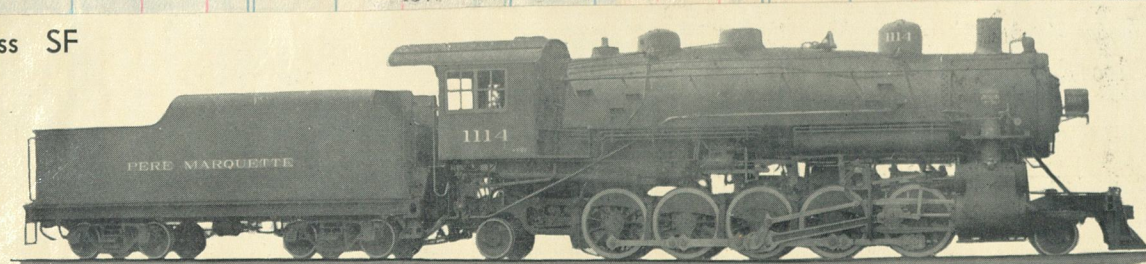


P S C C 1927
88350-89220



GREENVILLE STEEL CAR

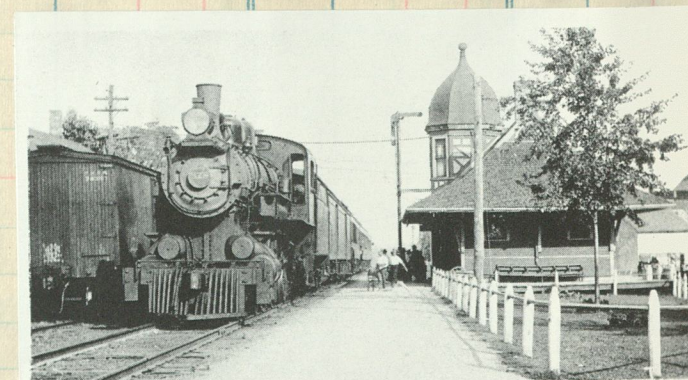
Class SF



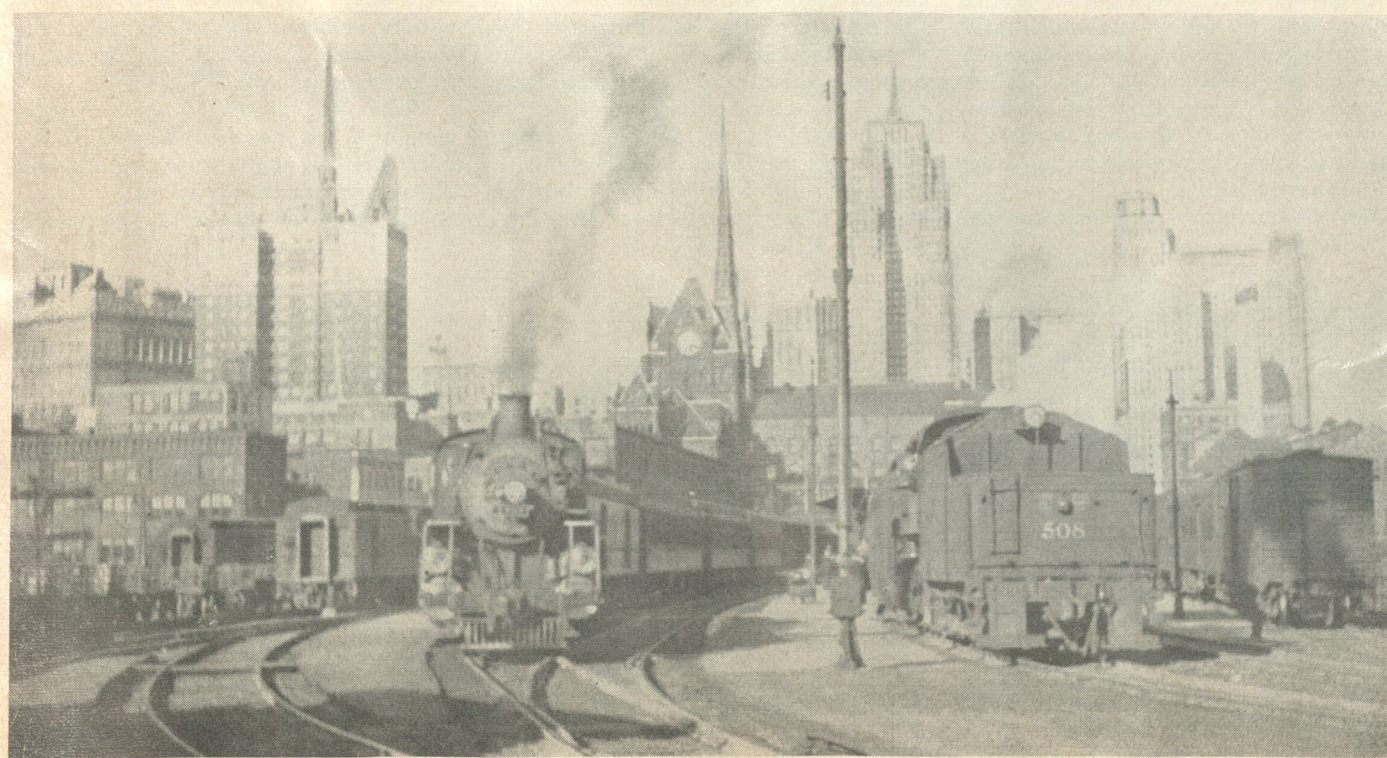
1101-1115

c/n 58475

Brooks 1918



Pere Marquette 4-4-2 378 makes a stop at the ornate depot at Lake Odessa, Michigan, in about 1915.



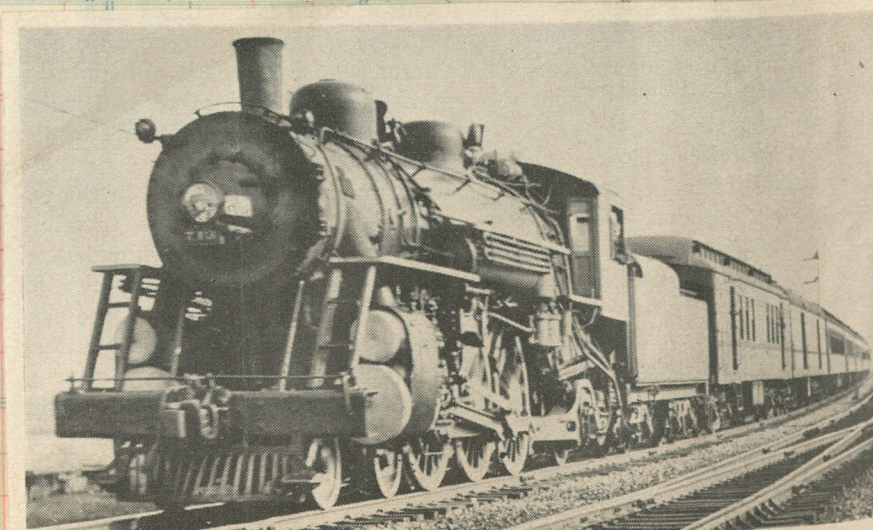
The "Sportsman" departs Detroit

J. P. Probst.

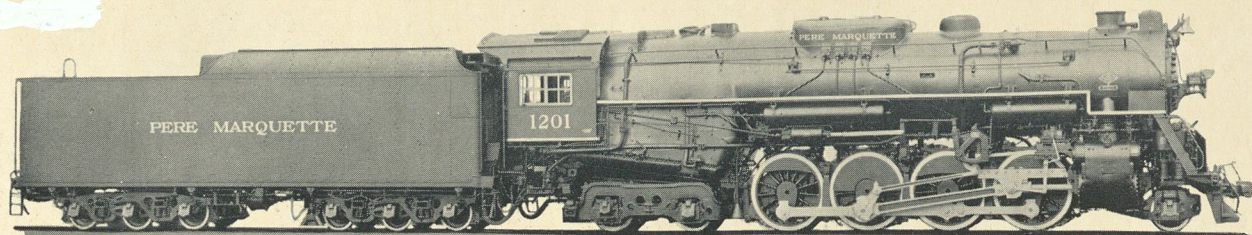


Trn #3 near St. Joseph

William Syles.



"THE EVENING MAIL" OF THE PERE MARQUETTE
Speeding by 75th Street in Chicago, engine 713 is one of the latest design Pacific types used on the P. M.

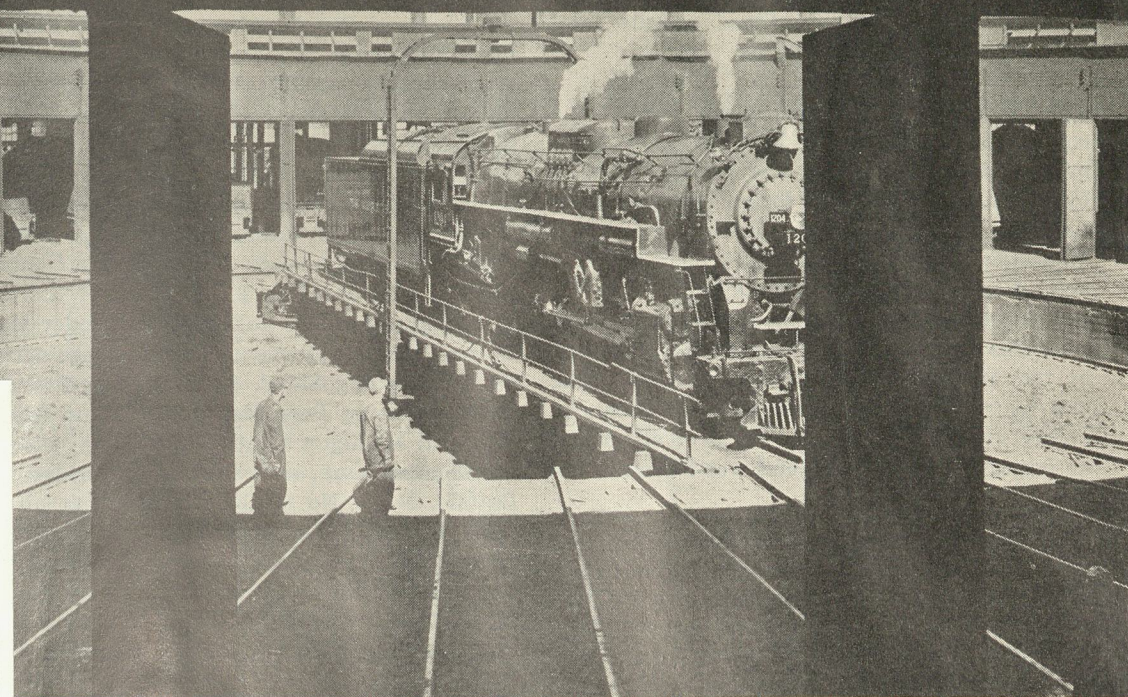
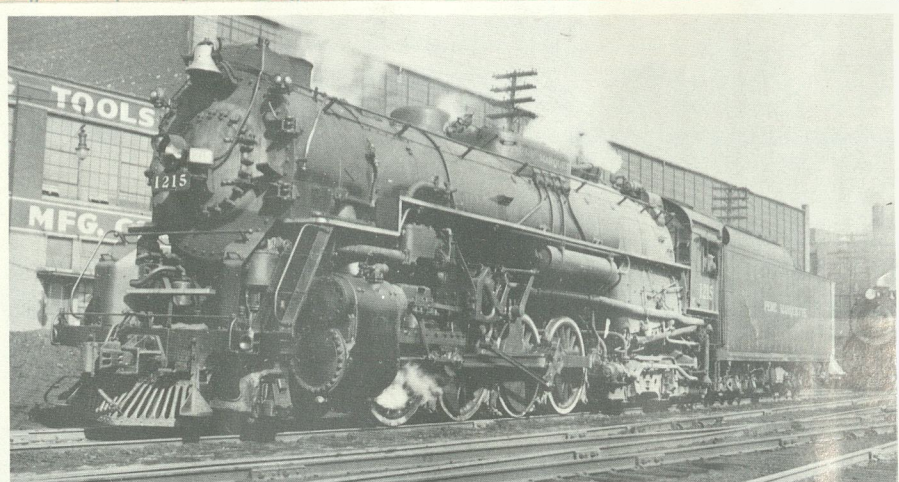


1201-1215

c/n 7737

LIMA 1937

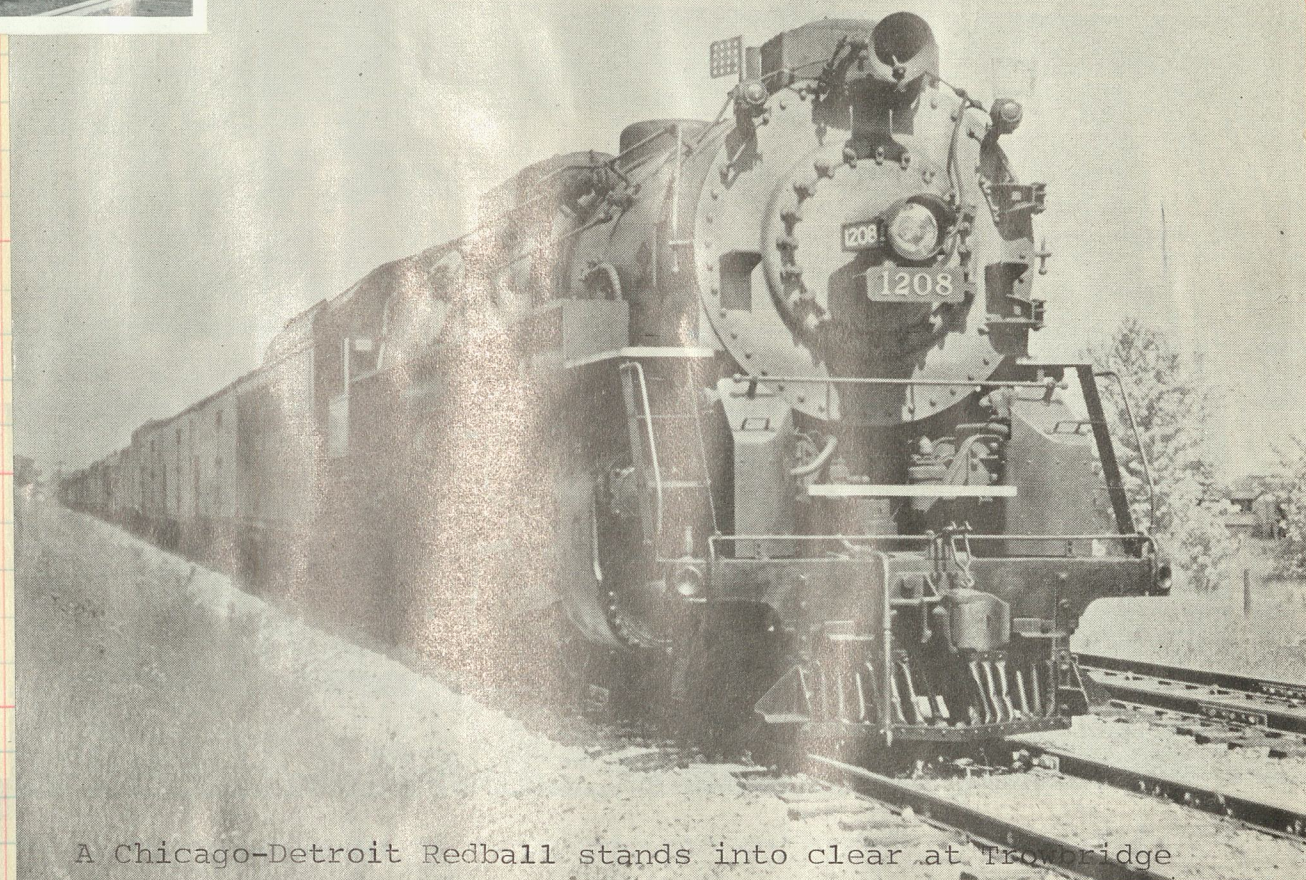
Rolling over New York Central
trackage between Pine and Porter,
Ind. 17 miles.



The stables at Grand Rapids, 42 stalls, 115° table



Arthur W. Weber.



A Chicago-Detroit Redball stands into clear at Trowbridge

PERE MARQUETTE

The last engines for the P. M.



adds 12 more

TO ITS FLEET OF 2-8-4 LIMAS

To handle its heavy fast freight traffic, especially between Chicago and Detroit, the Pere Marquette put fifteen 2-8-4 Lima Locomotives in operation in 1937, twelve additional ones in 1941, and has now added twelve more, making a fleet of 39 of this type placed in service in the last seven years.

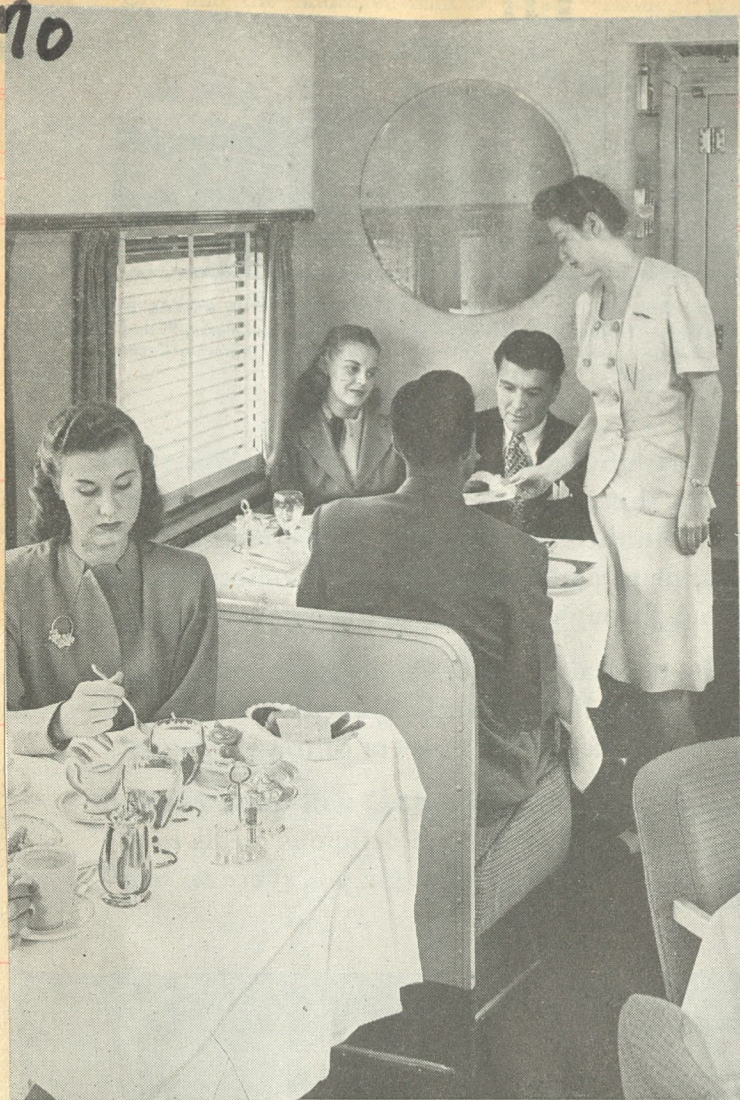
Of the latest twelve, five are equipped with Locomotive Boosters. These have a main cylinder tractive power of 69,350 pounds and a total tractive power of 83,450 pounds. They have 26" x 34" cylinders and 69" drivers.



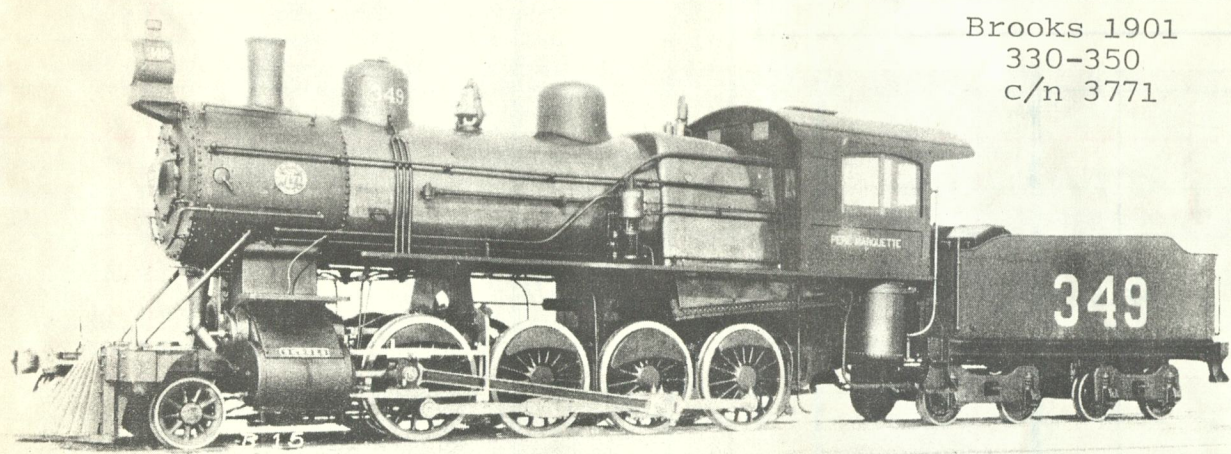
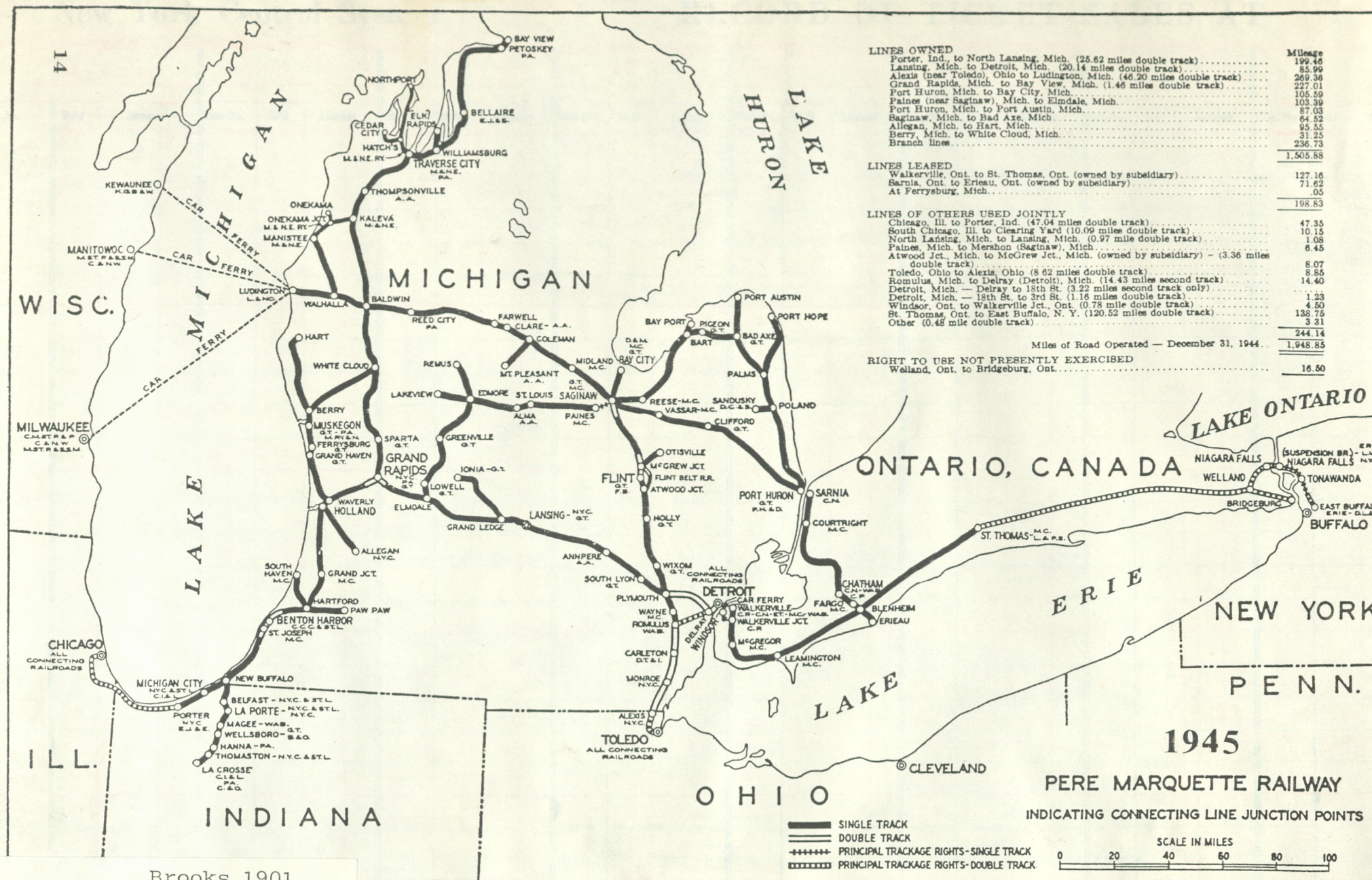
LIMA LOCOMOTIVE WORKS, INCORPORATED, LIMA, OHIO

The Berkshires:-

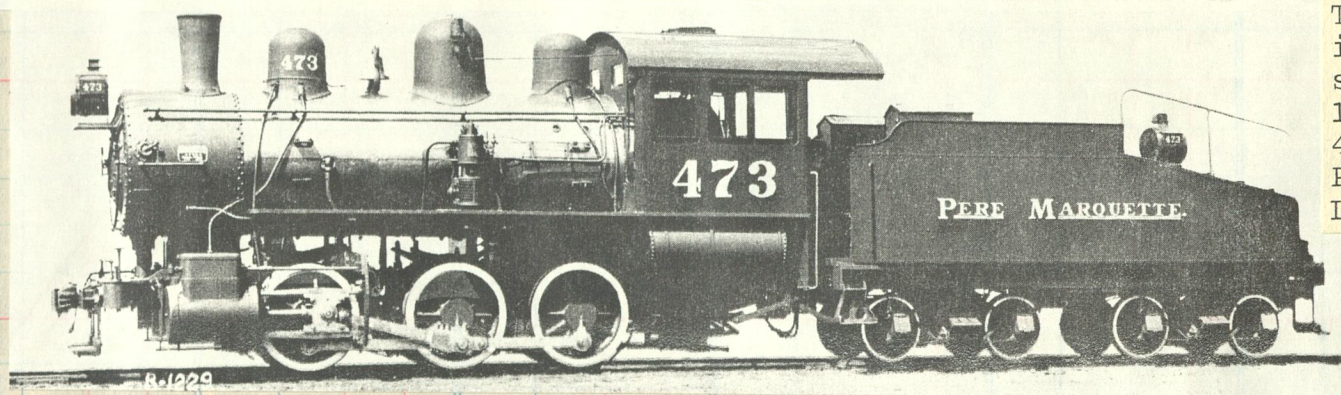
1201-1215	N	Lima 1937
1216-1227	N-1	Lima 1941
1228-1239	N-2	Lima 1944



"NO TIPPING" SERVICE introduced on the Pere Marquette Railway last June 10 won a rousing reception from dining car patrons.



Brooks 1901
330-350
c/n 3771



This frisky yard engine was one of five supplied by Brooks in 1910. c/n 47999 Noed 470-474. Sold to the Portland Cement Co at Lamson, Mich in 1947.



Pere Marquette 2-8-2 1030 moves freight at Niagara Falls, Ont., July 30, 1947.

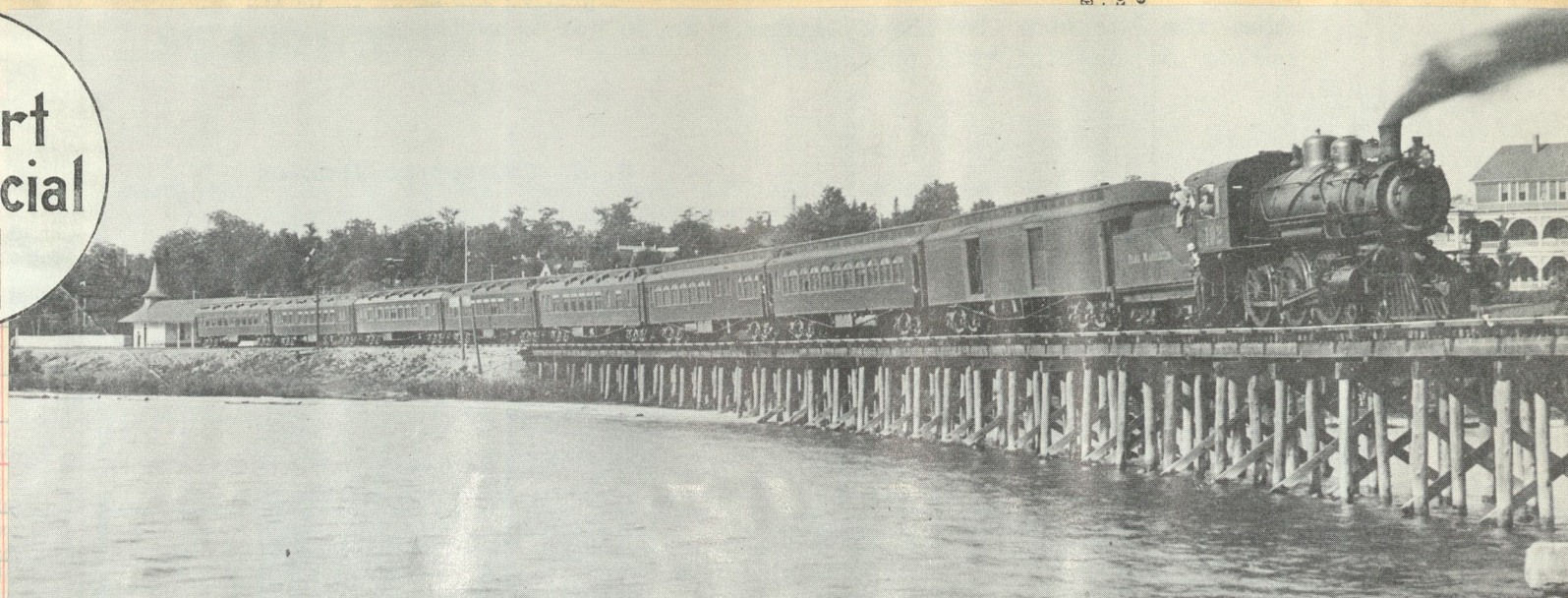
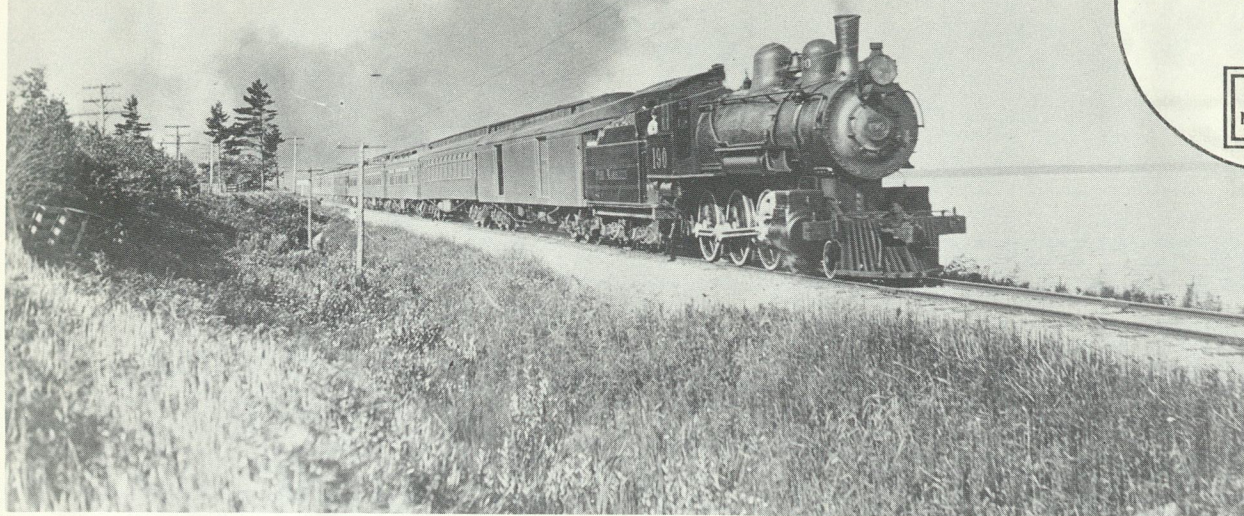
Running on the Michigan Central

Eleven light USRA Mikes built at Schenectady in 1918 as New York Central class H-6a were diverted to the P.M. and noed 1030-1040. The 1030 was the former N.Y.C. #5130, c/n 60280

Agent's Signature
Cash to next Seller
Next Seller's Signature
Total Accounted for

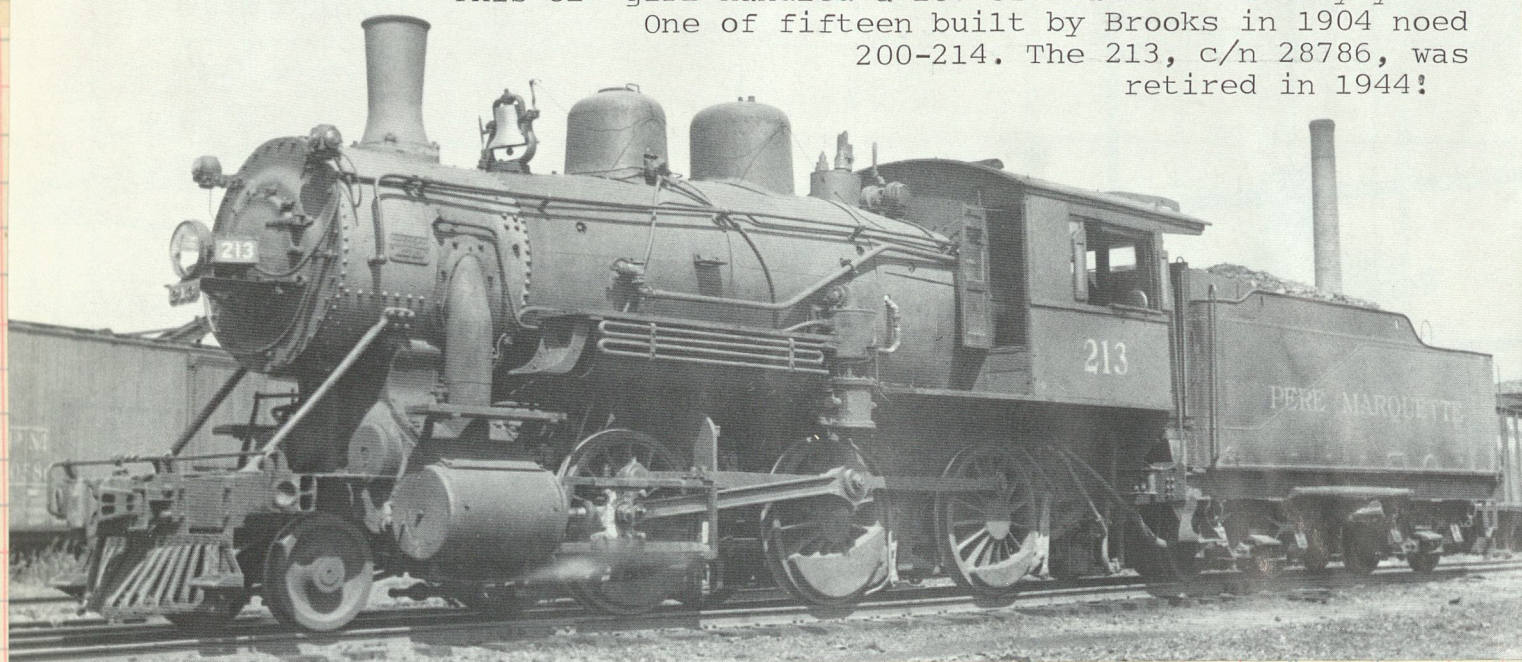
The Resort Special

PERE MARQUETTE

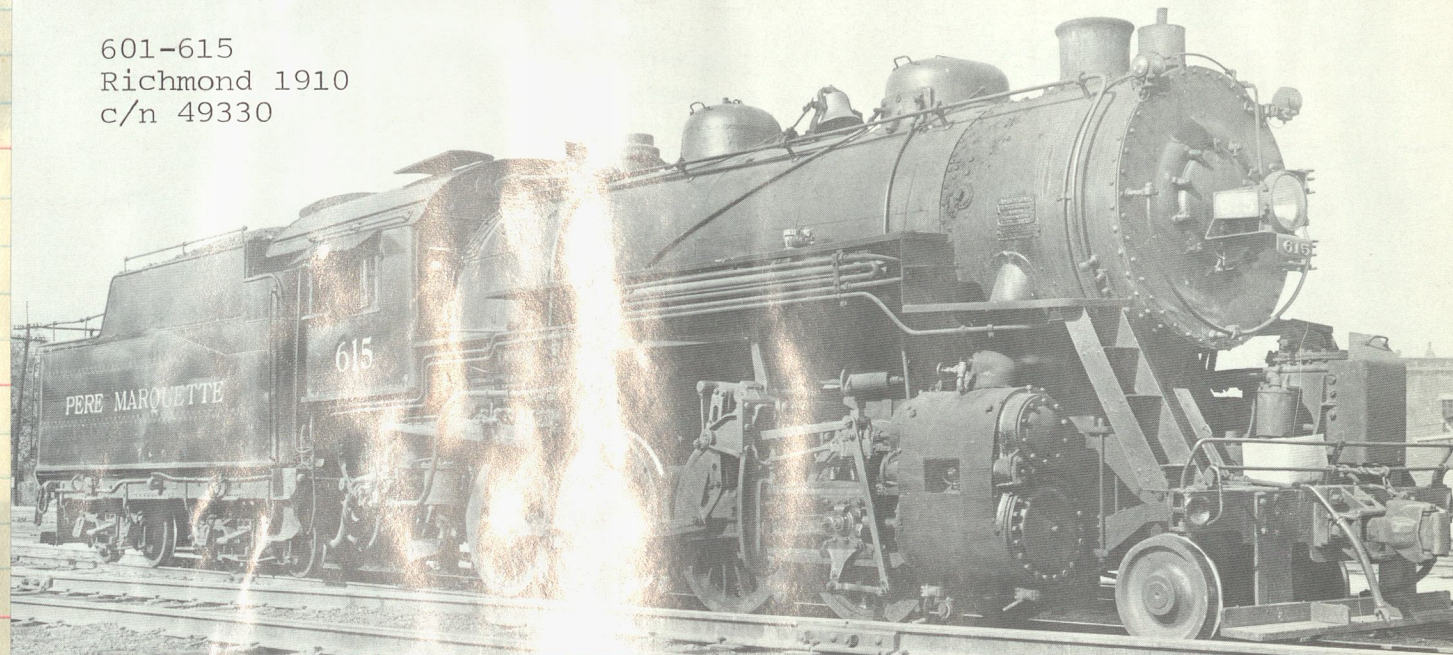


sleeping cars from St Louis, Chicago & Detroit to Harbor Springs on Little Traverse Bay. On the right is the #192 with the regular consist of eight cars near Bay City. The left print as she glides along the shore of Grand Traverse Bay near Traverse City behind the noble #190.

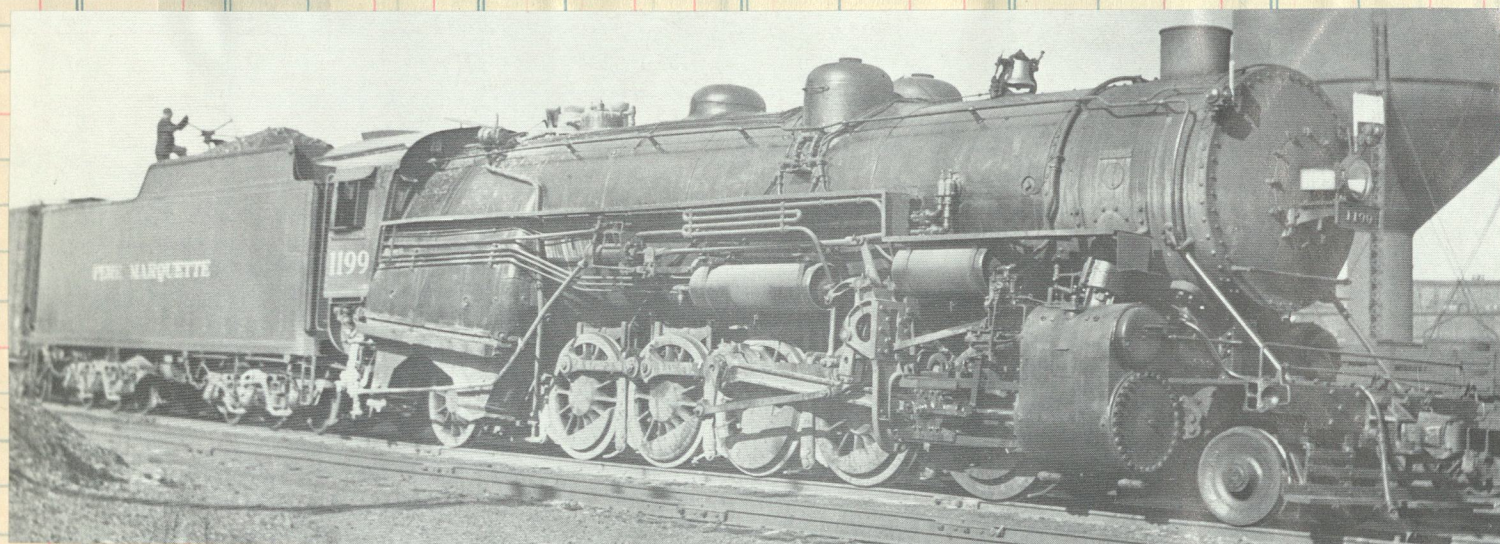
This ol' girl handled a lot of trains in forty years!
One of fifteen built by Brooks in 1904 noed
200-214. The 213, c/n 28786, was
retired in 1944!



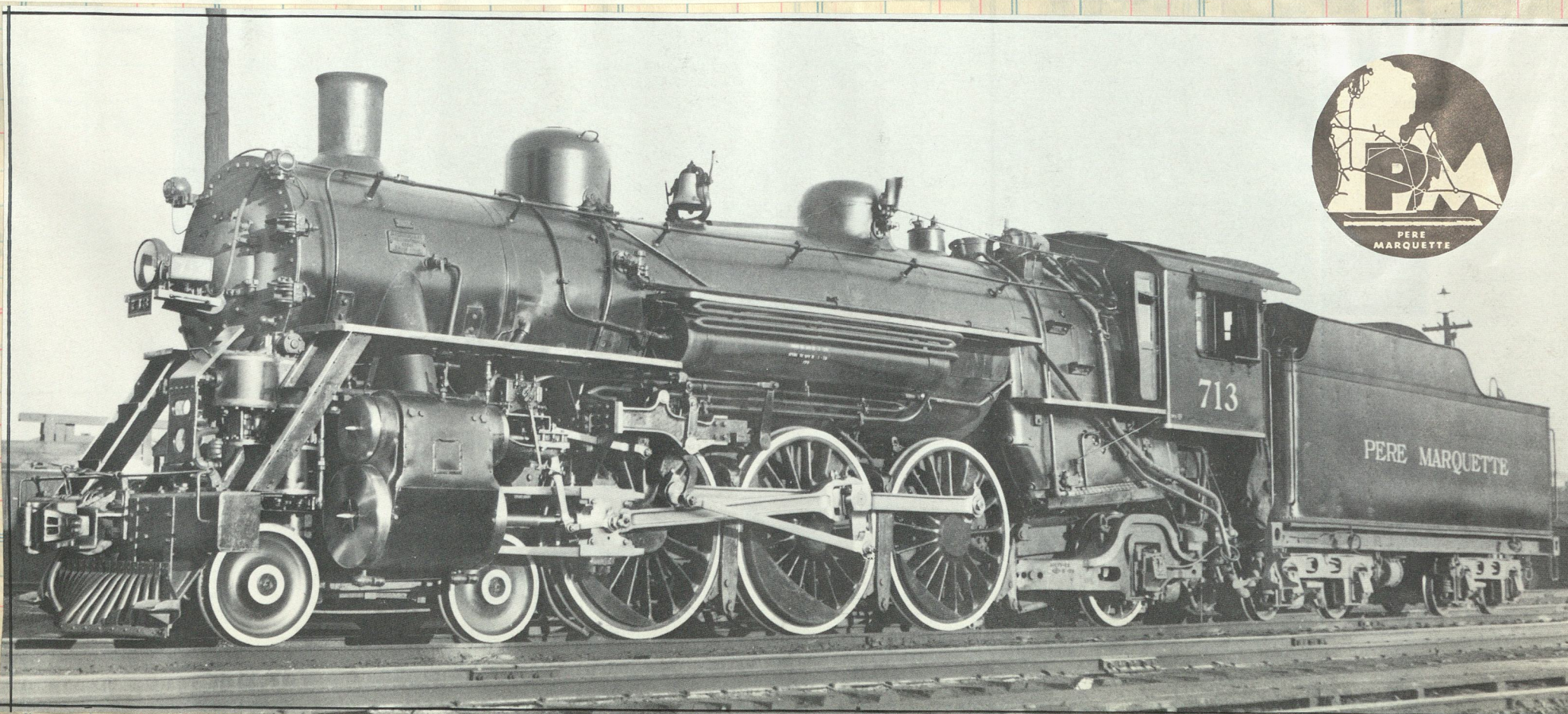
601-615
Richmond 1910
c/n 49330



Waiting for the highball at Michigan City-July 1939

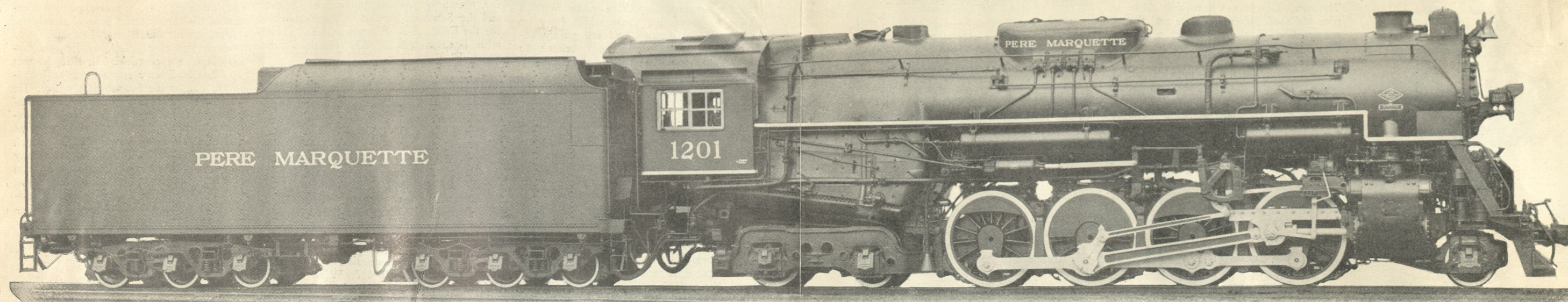


This 2-10-2 originally blt as Lehigh Valley #4073 by Baldwin 1919
c/n 52675. In 1922 sold to Hocking Valley #143 and became P.M.
#1199 in 1930.



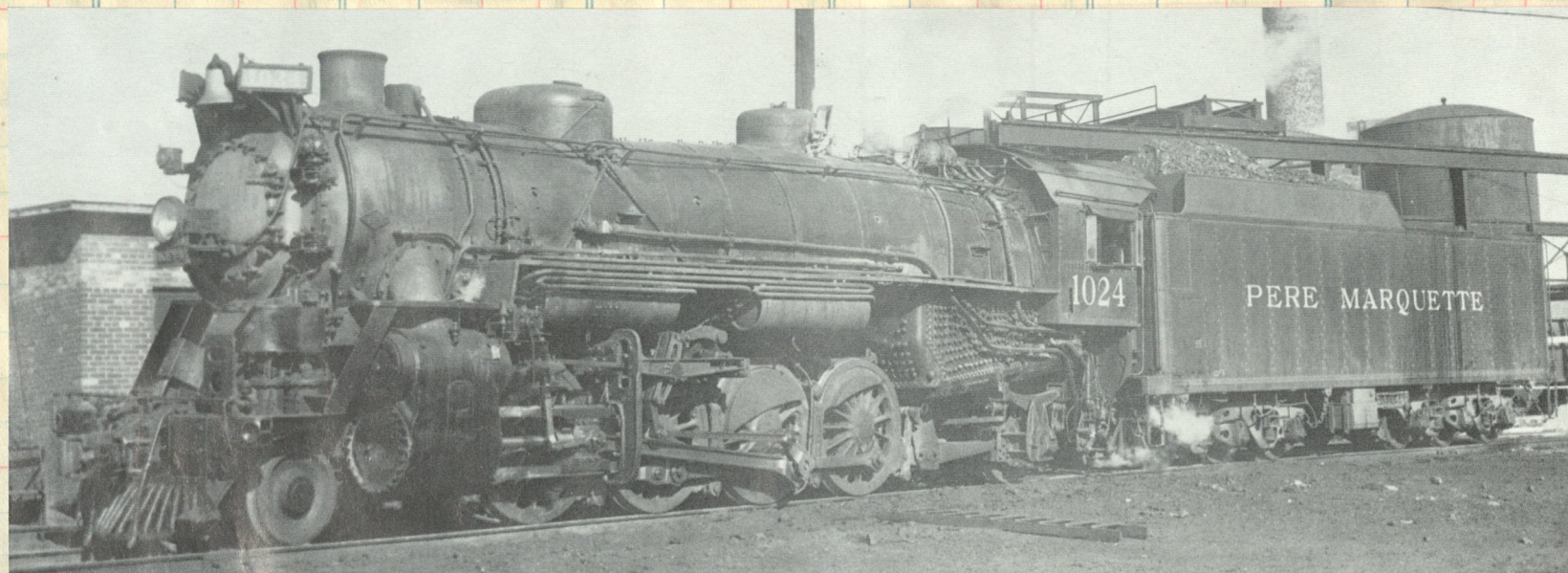
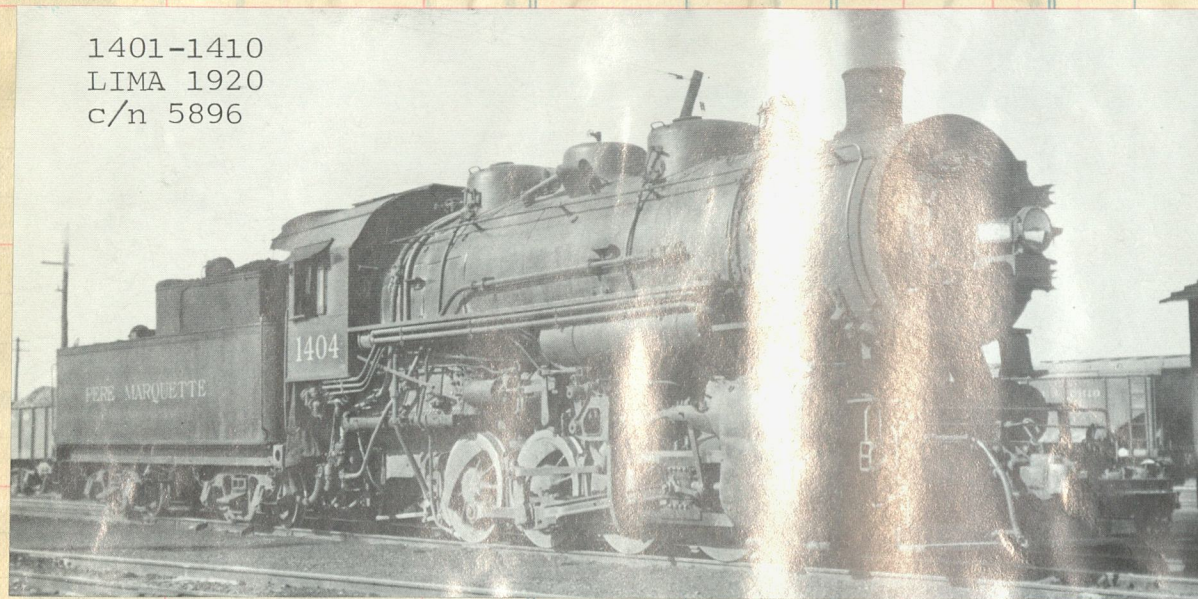
BRILLIANT AS THE HOPE DIAMOND

Curried and polished to a 'fare thee well', the 713 reflects the sun like a burnished mirror. At this moment she has to be the cleanest engine on American rails!! Was one of the dozen Pacifics delivered by Brooks in 1921.



The sire of thirty eight offspring

1401-1410
LIMA 1920
c/n 5896



One of the fourteen Indiana Harbor Belt USRA Mikes that came over to the P.M. The 1024, ex IHB 420, bit by LIMA in 1919 c/n 5833.



The 725 expedites eight cars of Trn #3 near Grand Rapids

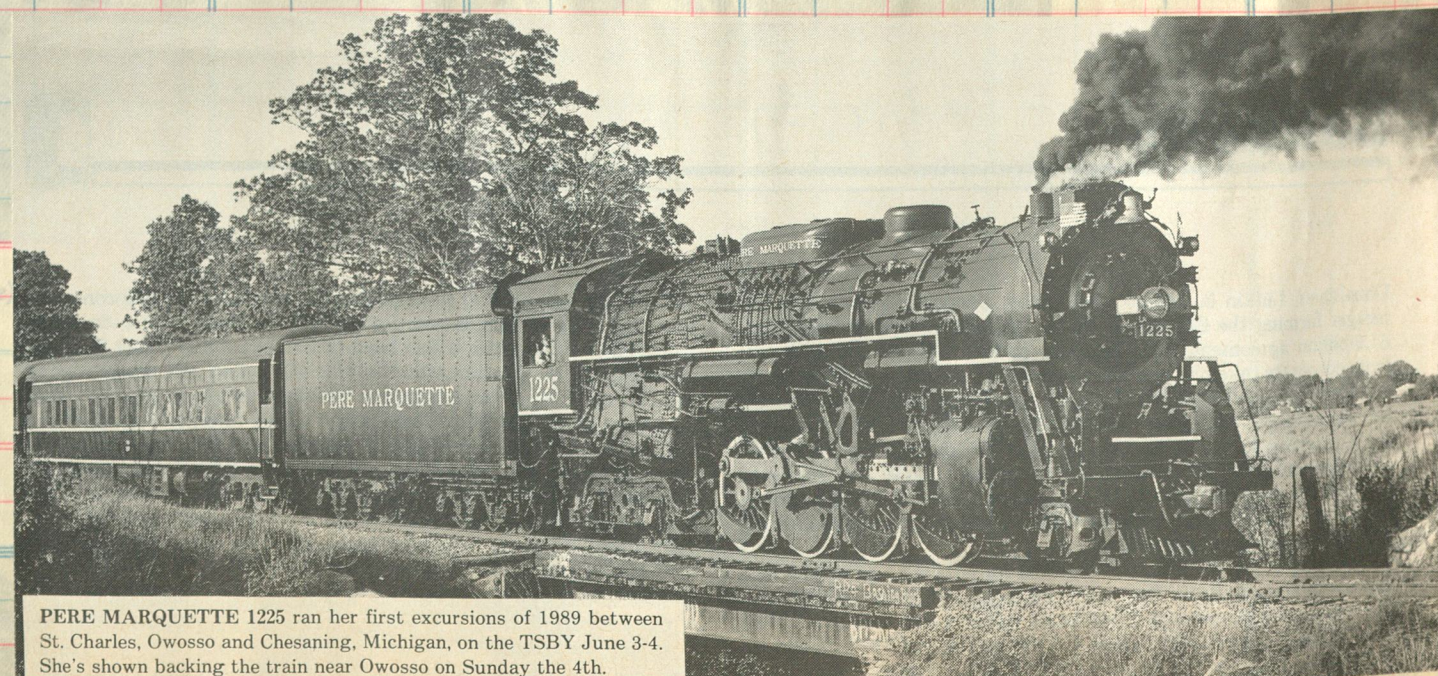
2-10-2 #1108 [Brooks
1918 c/n 58469] works
tonnage east of
Grand Rapids



PERE MARQUETTE RAILWAY



Back on the active roster, the 1225 proudly prances along through Plymouth with 28 cars of revenue in October 1990.



PERE MARQUETTE 1225 ran her first excursions of 1989 between St. Charles, Owosso and Chesaning, Michigan, on the TSBY June 3-4. She's shown backing the train near Owosso on Sunday the 4th.

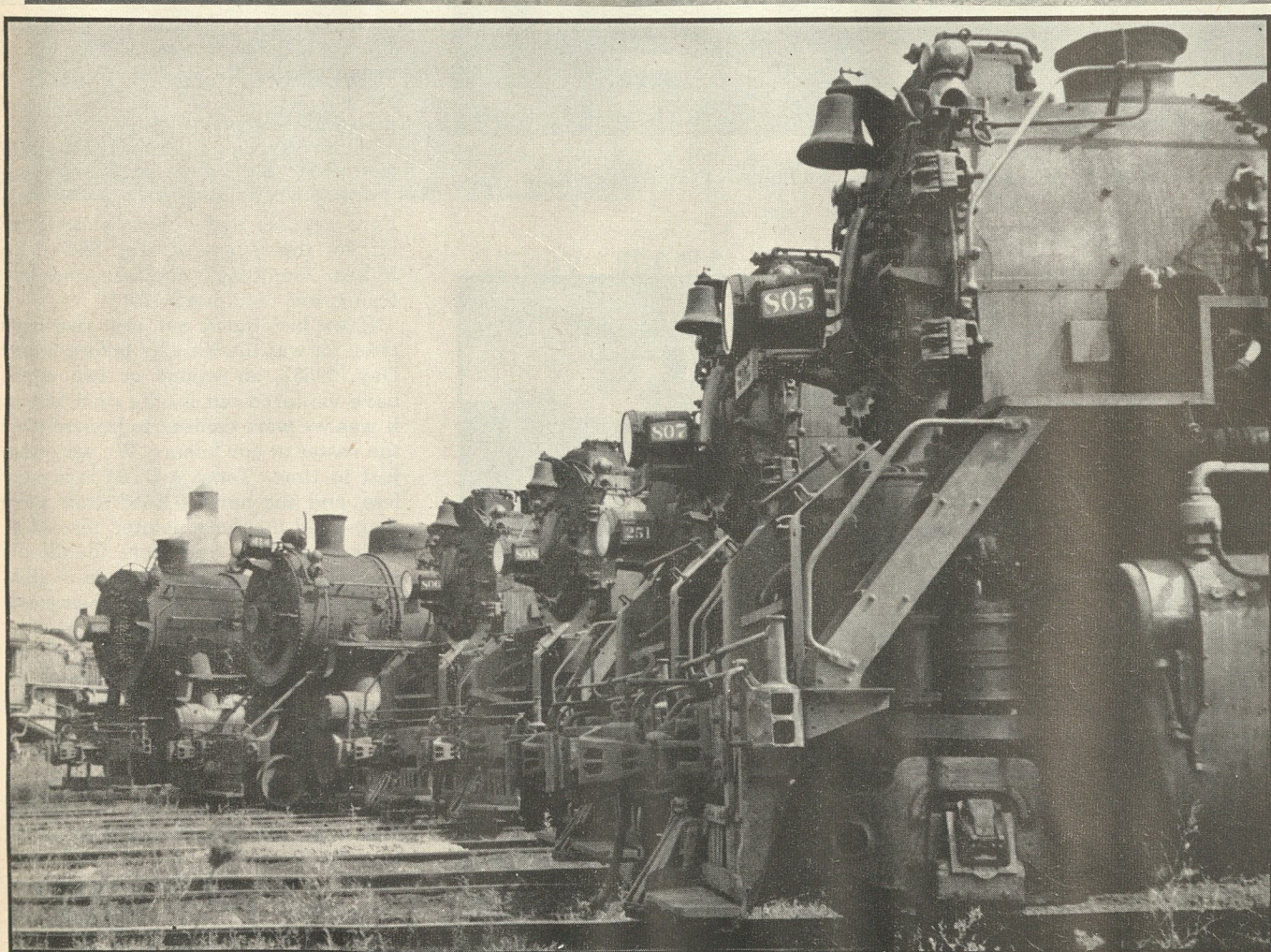
The return of still another veteran, made operational in Sept. 1988.

DETROIT, TOLEDO AND IRONTON



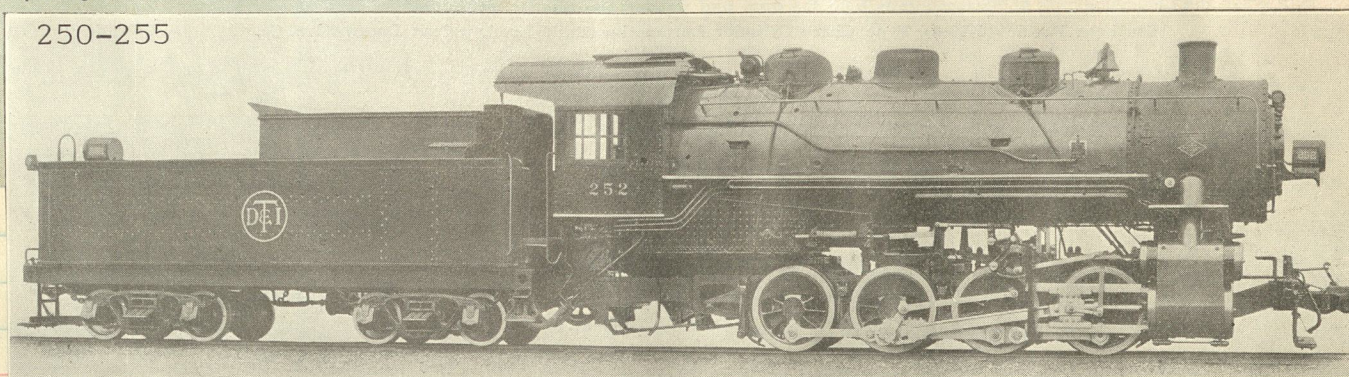
In 1927 the D.T. & I. operated 485.72 miles with 82 engines, 17 pass & 2773 frt cars

The Detroit, Toledo & Ironton stands unique as an experiment in railroading conducted by Henry Ford of automotive fame. Ford separated the men from the boys among his employees, and then made them work for a wage that brought such comments as "What a heaven of a way to run a railroad!" He cleaned up the line like no other has been cleaned up before or since, and he electrified 20 miles of it, using concrete catenary supports and revolutionary motor-generator locomotives. The DT&I has now lost much of its fastidiousness and has moved from Ford control into the Pennsylvania Railroad household. This is Extra 801 South passing St. Paris, on its way down across Ohio from Detroit to Springfield and Ironton.



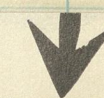
LINE-UP OF DT&I POWER AROUND THE TURNTABLE AT FLAT ROCK, MICH.

250-255



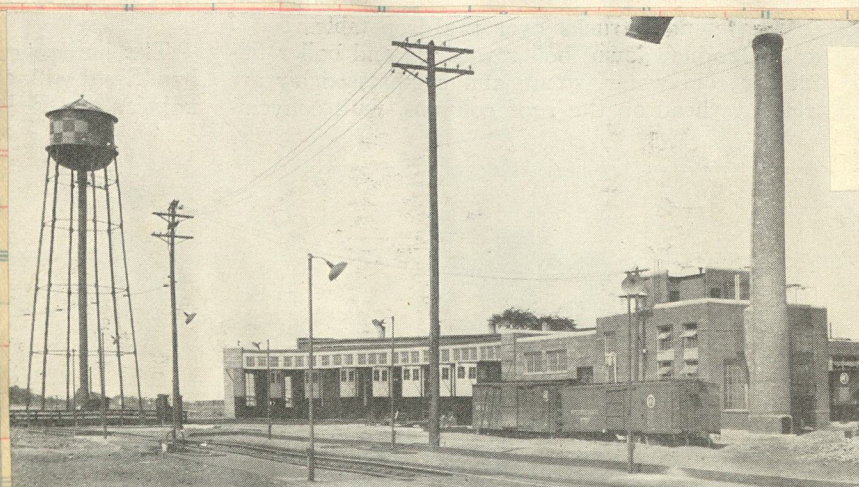
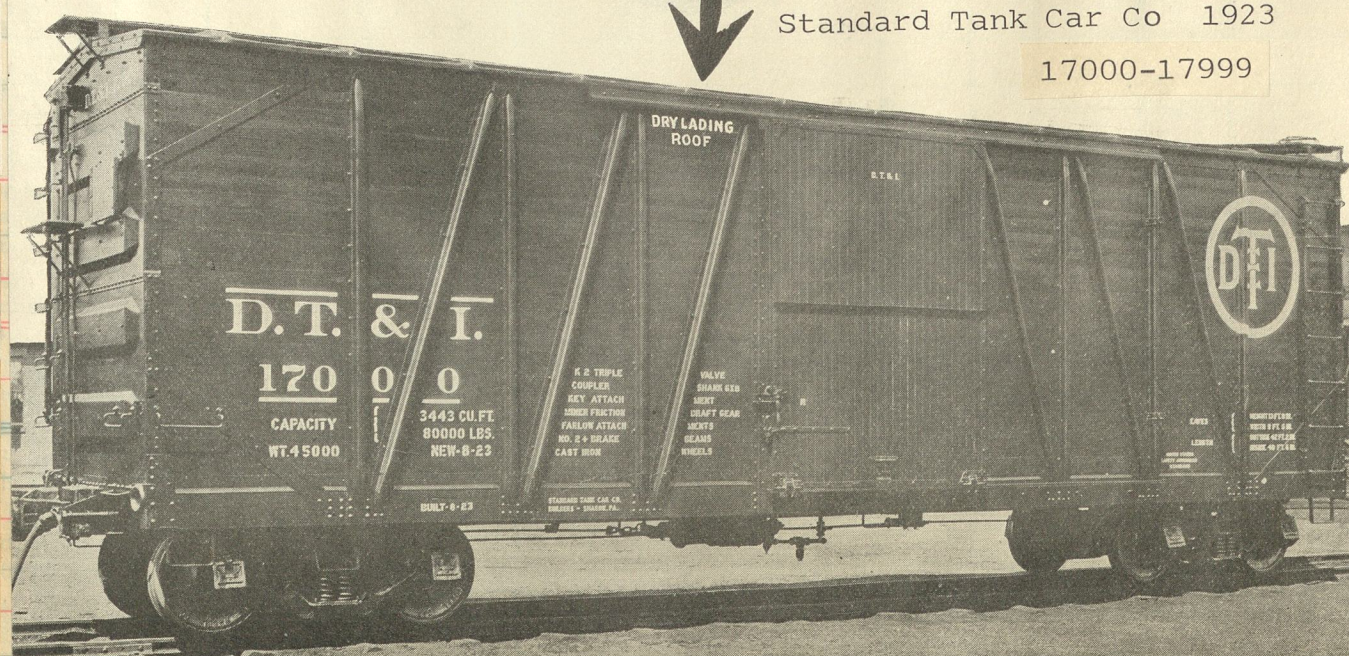
c/n 6911

Switch Engine (0-8-0) Type Built by Lima Locomotive Works, Inc. 1924

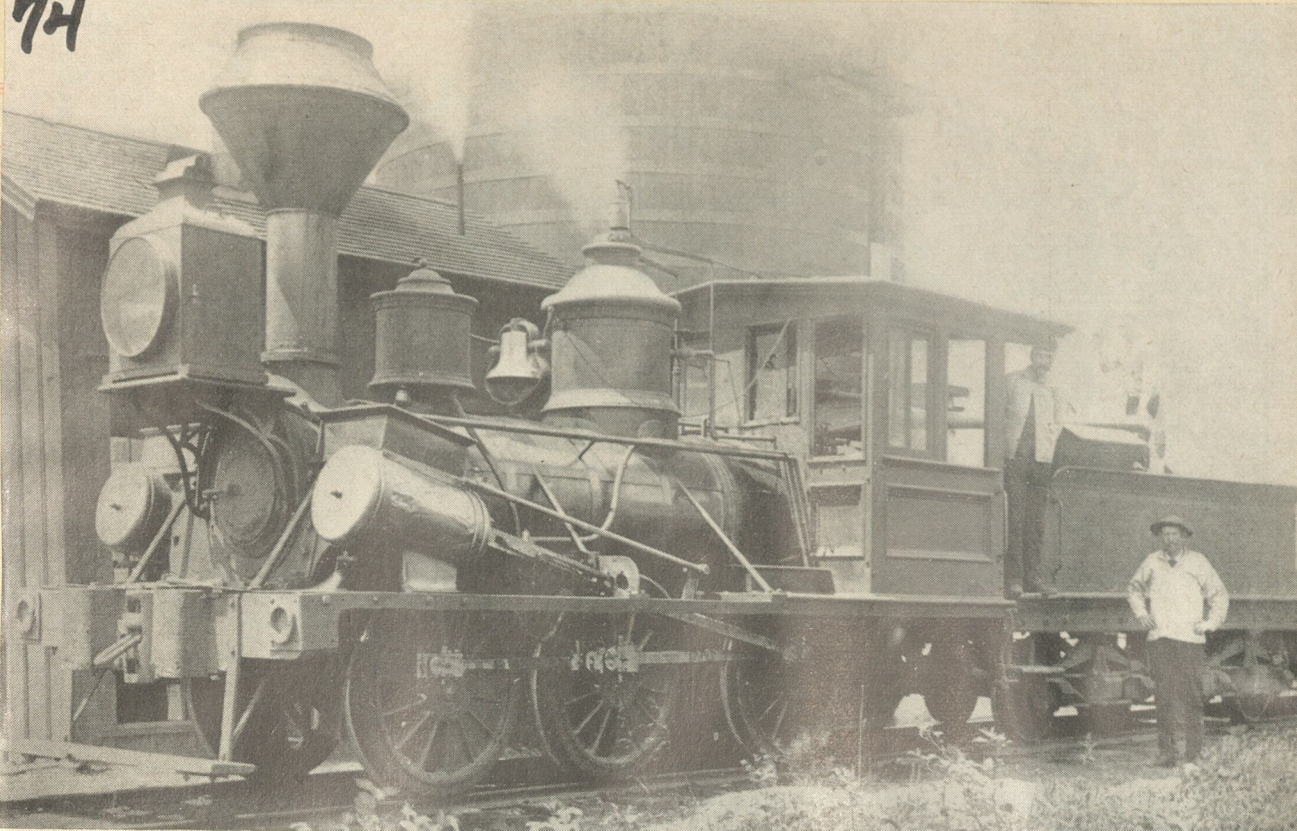


Standard Tank Car Co 1923

17000-17999



New Engine terminal at Flat Rock, blt 1937

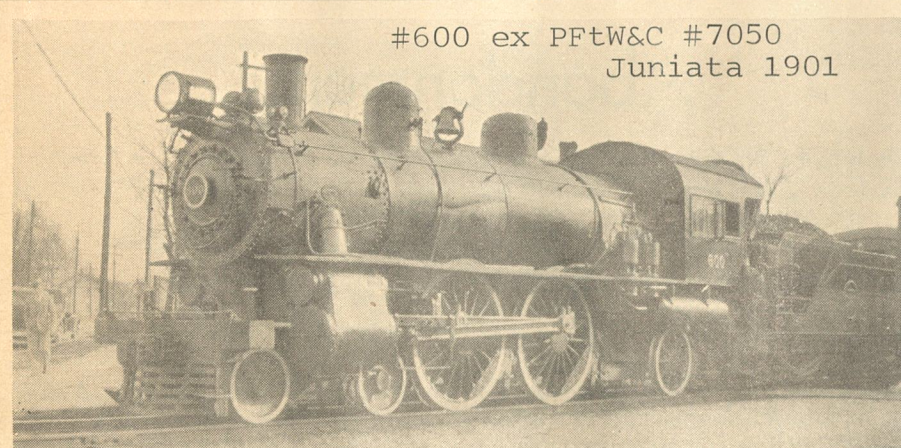


Courtesy Mr. Tulga, Gertrude M. Thress and the Norfolk & Western Magazine.

Early locomotive of Detroit, Toledo & Ironton.

The little Iron Railroad ran 13 miles from Ironton, on the Ohio River, to Center Station when in 1863 it bought this freight locomotive from the Baldwin Locomotive Works. The engine was shipped from Philadelphia to Pittsburgh on a flat car because of its odd 4'-10" gauge, and was then floated down the Ohio on a barge. It weighed 22½ tons, carried 120 pounds of steam, and had no injectors or lubricators. By 1869 it was one of three Iron Railroad locomotives hauling 664,541 ton-miles of freight and 234,368 passenger-miles to earn the little line a net profit of some \$7500. In the first years of the present century the Iron Railroad became a part of the present Detroit, Toledo & Ironton, and this sector is still operated, but for freight service only. The locomotive is a Baldwin flexible-beam engine, and the running gear gives the appearance of having been built about 1845 or 1850, while the domes and cab look later. It seems likely, therefore, that the engine was purchased factory-rebuilt rather than new.

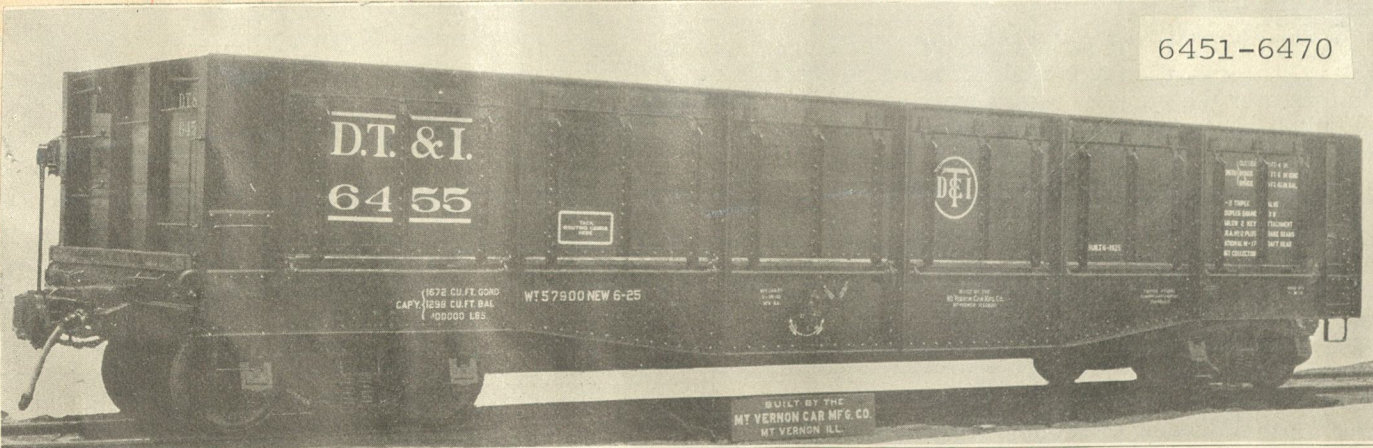
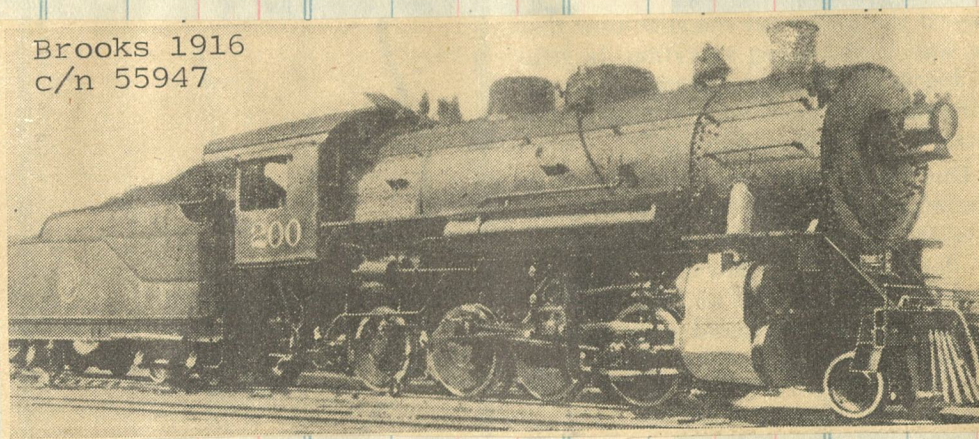
Built in 1863 c/n 1138 the "Mt Vernon" [???



ATLANTIC TYPE ON THE D. T. & I.

C. H. Blackburn

Brooks 1916
c/n 55947



50-Ton Composite Gondola Car Built by Mt. Vernon Car & Mfg. Co.

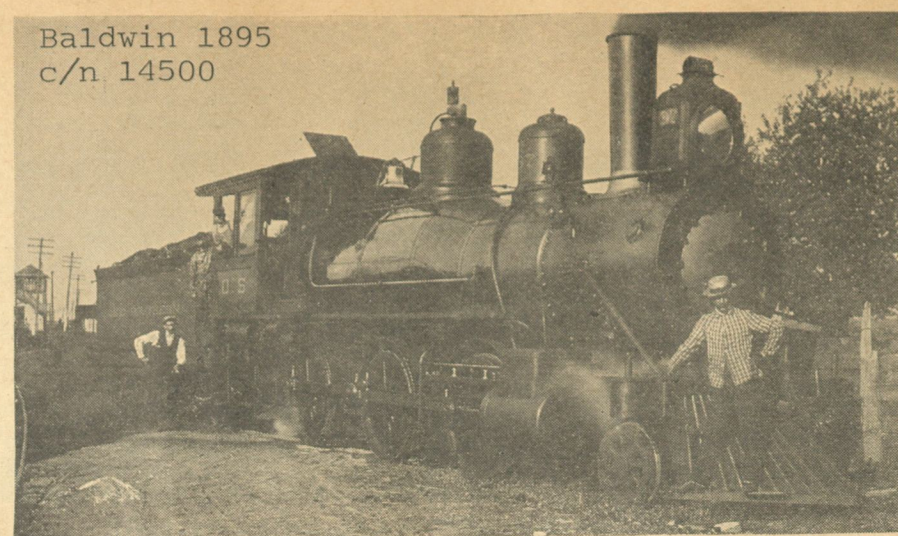
1925

DETROIT AND LIMA NORTHERN No. 100 had an almost interurban car appearance—1898. (Collection of C. A. Brown)

Baldwin 1898
c/n 15887



Baldwin 1895
c/n 14500



OHIO SOUTHERN (NOW D.T. & I.) ENGINE 37 AT ST. CHARLESTON, OHIO

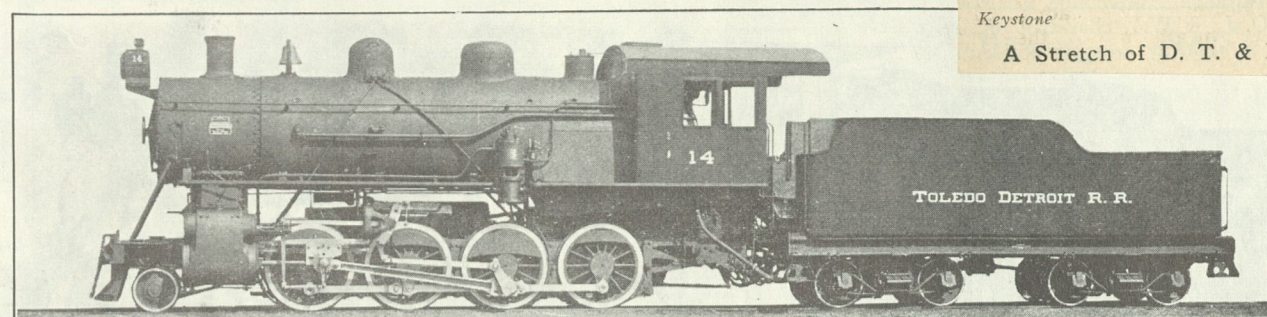


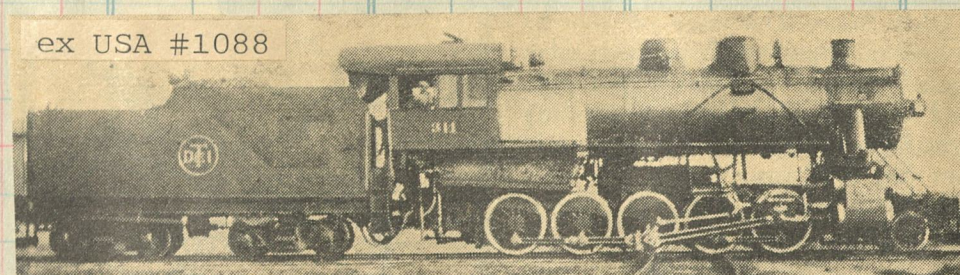
Fig. 75—Consolidation (2-8-0) Locomotive for Freight Service. Built for Toledo-Detroit by the American Locomotive Company. Brooks 1915 c/n 55415

Gage.....	4 ft. 8½ in.	Heating Surface, Tubes.....	2,227 sq. ft.
Cylinders.....	21 in. x 28 in.	Heating Surface, Firebox.....	148 sq. ft.
Steam Pressure.....	180 lbs.	Heating Surface, Total.....	2,375 sq. ft.
Diam. of Drivers.....	56 in.	Grate Area.....	43.1 sq. ft.
Tractive Effort.....	33,800 lbs.	Weight on Drivers.....	144,700 lbs.
Rigid Wheel Base.....	15 ft. 6 in.	Weight, Total.....	160,600 lbs.
Total Wheel Base.....	23 ft. 5 in.	Fuel.....	Soft coal

H. J., Marion, Ind.—Following is history of Detroit, Toledo & Ironton: In 1881 the Ohio Southern was organized to succeed the Springfield Southern, and in 1892 it had 33 locomotives, 15 passenger and 6,220 freight cars. We have no data on motive power. The Lima Northern was chartered in 1895, opened in 1896. It ran from Lima, O., to Detroit Jct., Mich., 80 miles, and had 11 locomotives and 813 cars. In 1897 its name was changed to the Detroit & Lima Northern. In 1901 it and the Ohio Southern were consolidated to form the Detroit Southern, incorporated that year. In 1905 this road was reorganized as the Detroit, Toledo & Ironton Ry., and it in turn was reorganized in 1914 as the Detroit, Toledo & Ironton RR. On July 9, 1920, it was acquired by Henry Ford, who sold it in 1929 to the Penrod Corp., a PRR subsidiary.

++ Shown is #311 later sold as the S.A.L. #544, then to M.D. & S. #46 & last as Gainesville Midland #206

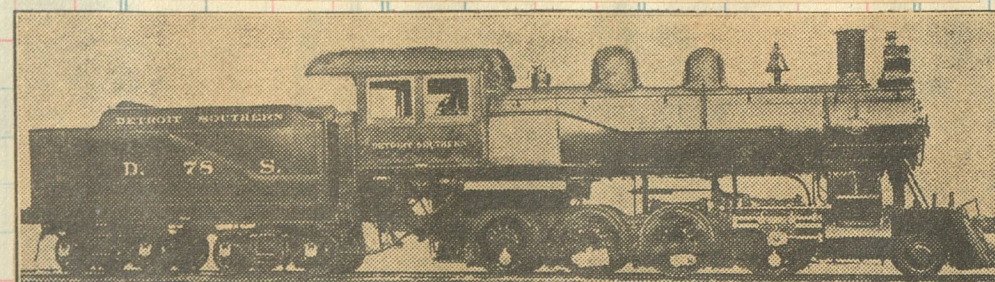
ex USA #1088



300-314

c/n 58902

Brooks 1918 ++

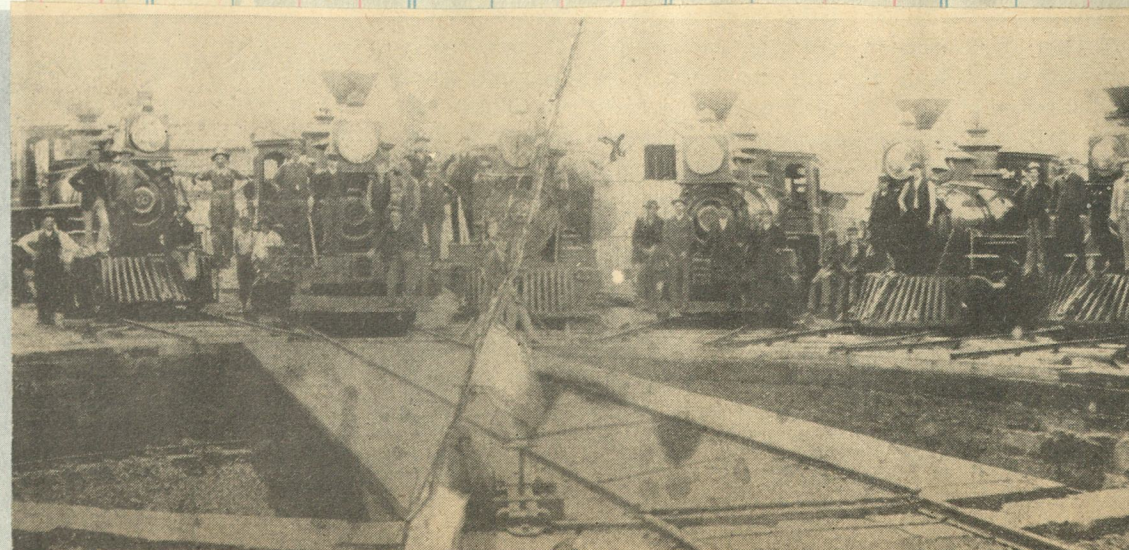


The Rhode Island Locomotive Works at Providence Built This Little Old Lawnmower for the Detroit Southern About the Turn of the Century

75-78

c/n 26870

R.I. 1902



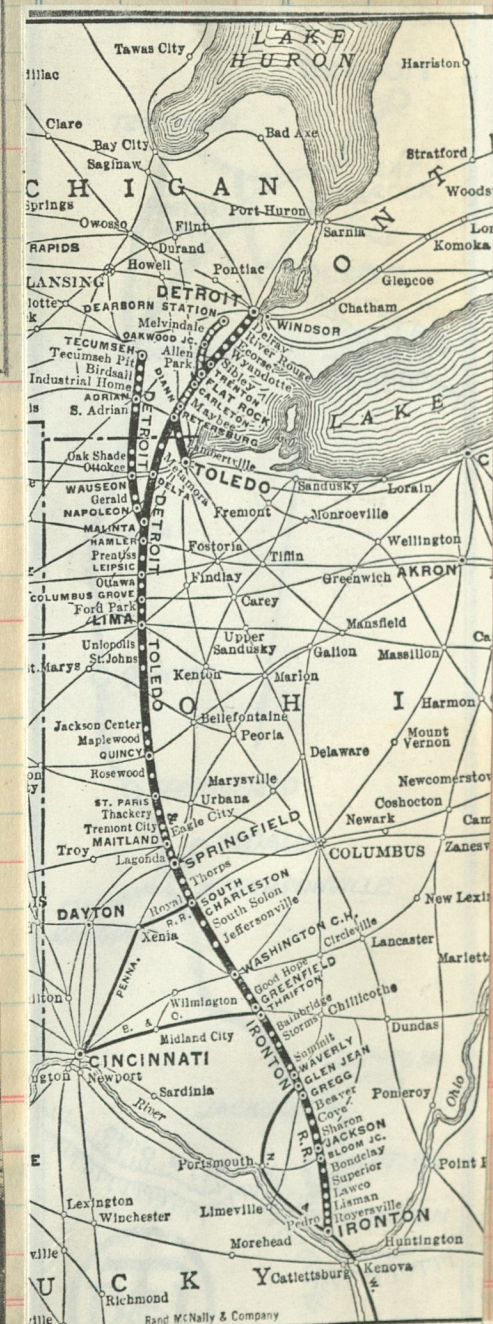
SIX ENGINES OF THE OLD OHIO SOUTHERN IN 1883 AT JACKSON, O.

Keystone

1924

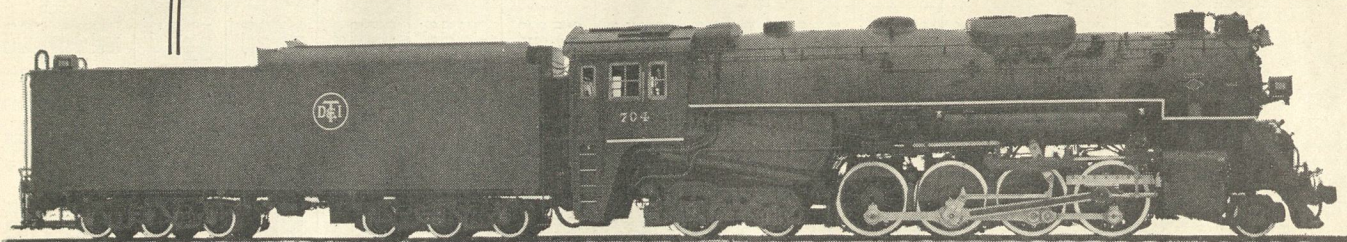
A Stretch of D. T. & I. Track Before Reballasting

TD #14 went to the DT&I possibly as 2nd #94. Reported later sold to the Lancaster & Chester #41, then to Hampton & Branchville #41. Another source claims went to Cumberland RR; then to Artemus-Jellico #15. Later to B.R.&L. and resold to Mansfield Ry & Trans Co (?????)





New Lima-built Steam Locomotives

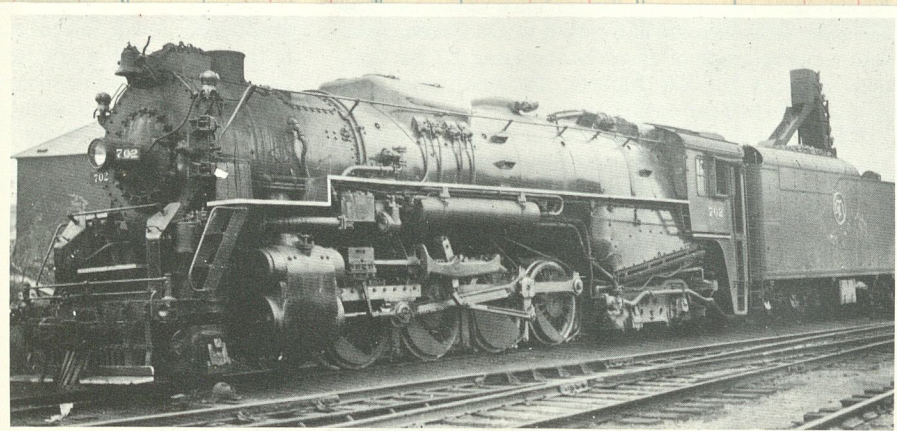


704-705

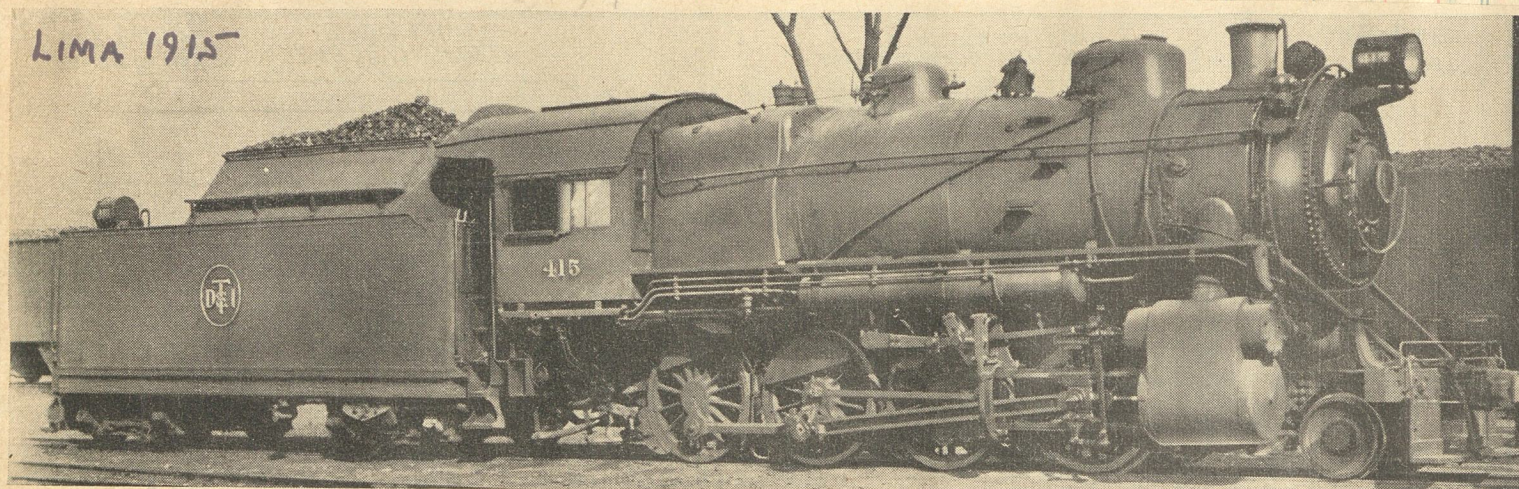
c/n 7777

1939

*For High-Speed Freight Service
On D. T. & I.*



700-703
LIMA 1935
c/n 7634



LIMA 1915

In the period 1929-1935 the D.T. & I. purchased eighteen P.R.R. 2-8-0's and numbered them 400-417. The 415 was former P.R.R. #8802 H-10s built by LIMA 1915 c/n 5077.



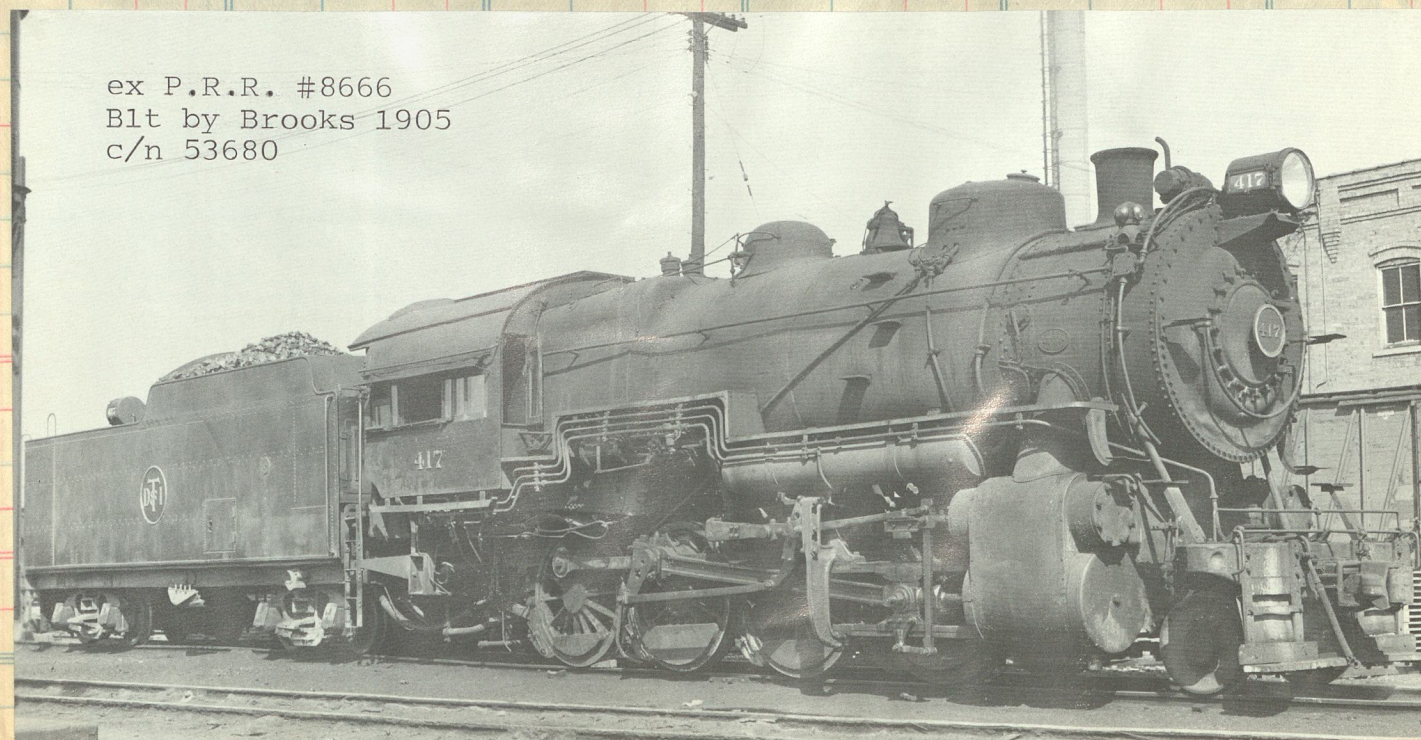
Both photos, Robert A. Hadley.

CONSOLIDATION No. 111 of the Detroit, Toledo & Ironton exemplifies the adjective "spotless" as applied to steam-locomotive maintenance as she approaches the Wabash diamond at Oakwood Junction, Mich., in 1937 under the concrete arches DT&I owner Henry Ford built for his catenary.

The 111 was delivered by Richmond in 1911 c/n 49377
Order covered twelve engines noed 108-119.

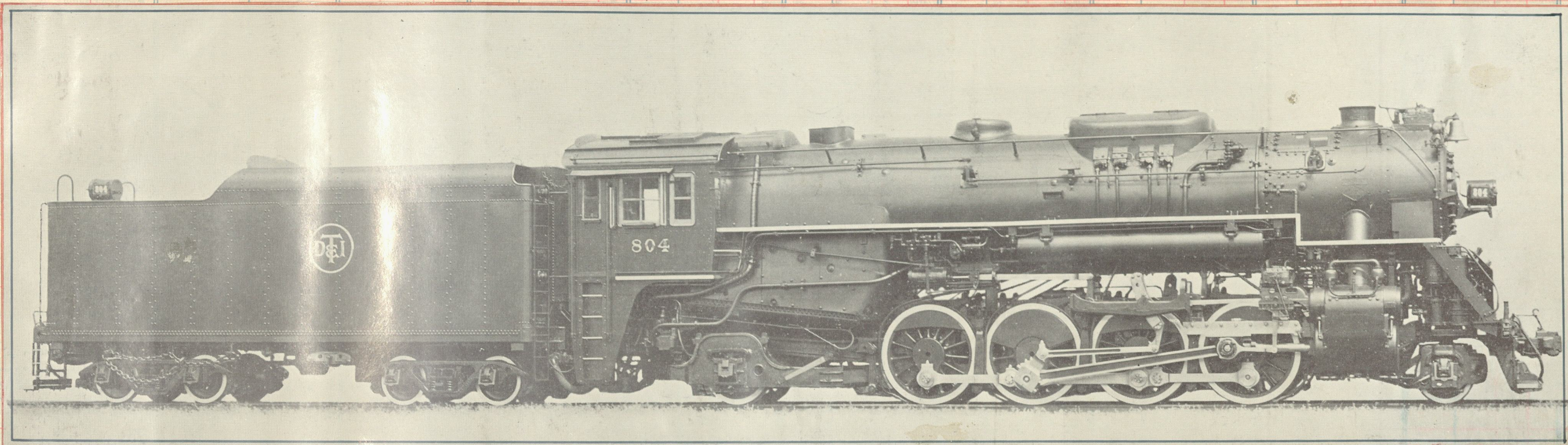
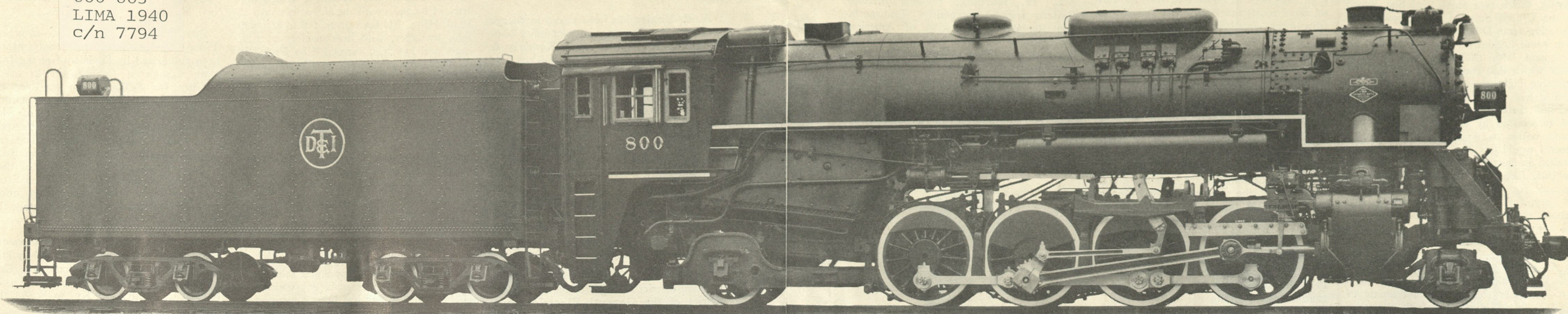


A "First Class" buggy!



ex P.R.R. #8666
Blt by Brooks 1905
c/n 53680

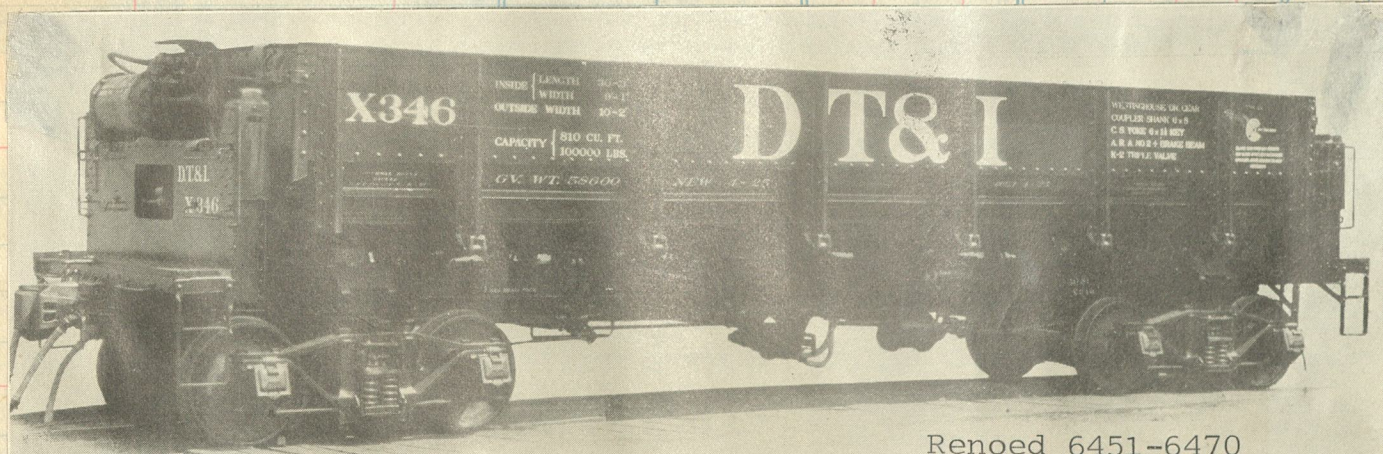
800-803
LIMA 1940
c/n 7794



From its inception the 2-8-2 type was one of the most successful designs for a freight service engine. Over 10,000 Mikes were constructed and could be found working on every major railroad in North America. They continued to remain in demand right up to the demise of steam.

Detroit, Toledo & Ironton Mikado type freight locomotive

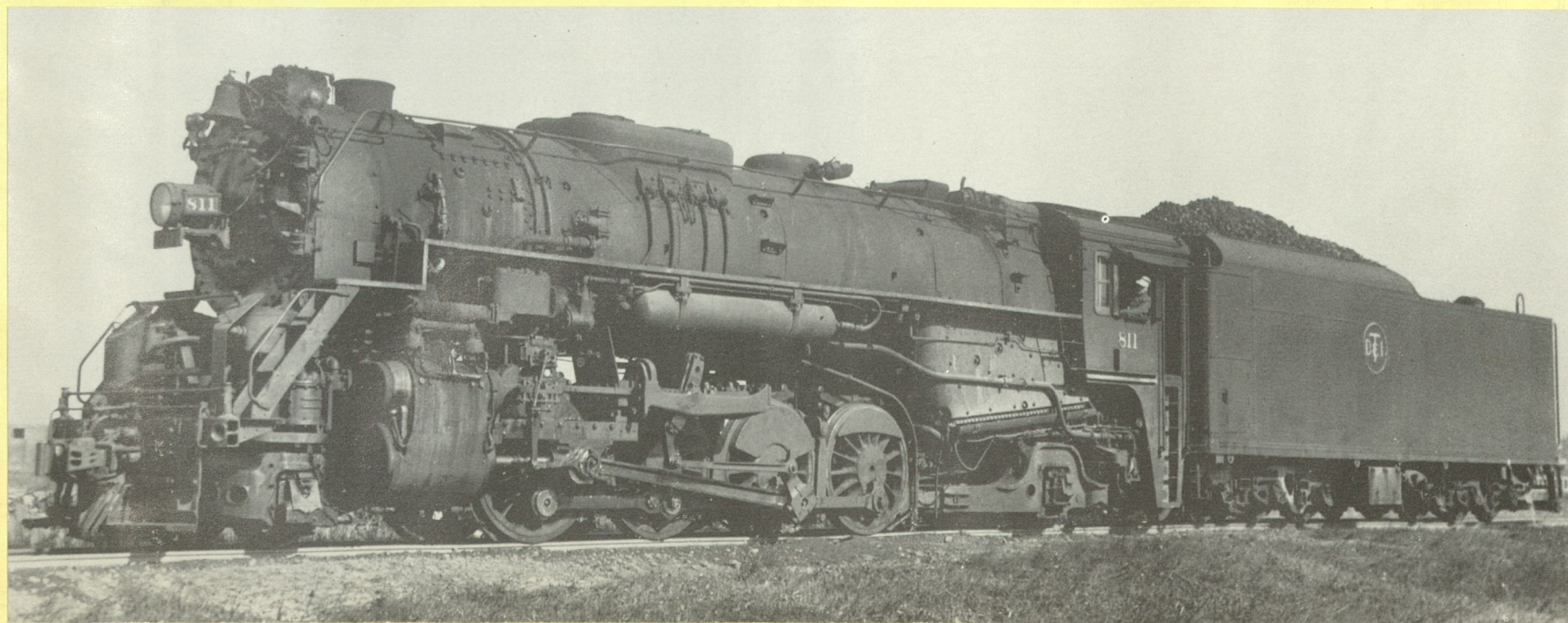
Road numbers of this series	804-807	Weight on leading truck, lbs.	50,100
Built	Lima, 1941	Weight on trailing truck, lbs.	70,900
Cylinders, diameter and stroke, in.	23 x 30	Weight of engine and tender, lbs.	563,666
Diameter of drivers, in.	63	Grate area, sq. ft.	66.9
Tractive force, lbs.	55,600	Evaporative heating surface, sq. ft.	4009
Boiler pressure, lbs. per sq. in.	260	Superheater heating surface, sq. ft.	1815
Total weight of engine, lbs.	369,500	Tender capacity: Tons of coal	18
Weight on drivers, lbs.	248,500	Gallons of water	14,300



Renoed 6451-6470

50-Ton Dump Car Built by The Clark Car Co. 1925

The last engine built for the D. T. & I.



808-811

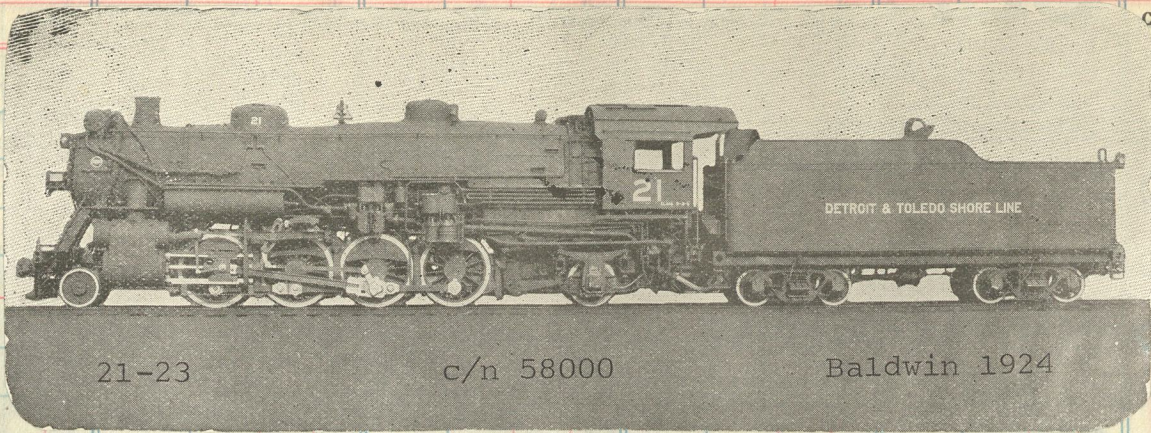
c/n 8472

LIMA 1944

Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold

Clos. No. Sold Amount Clos. No. Sold

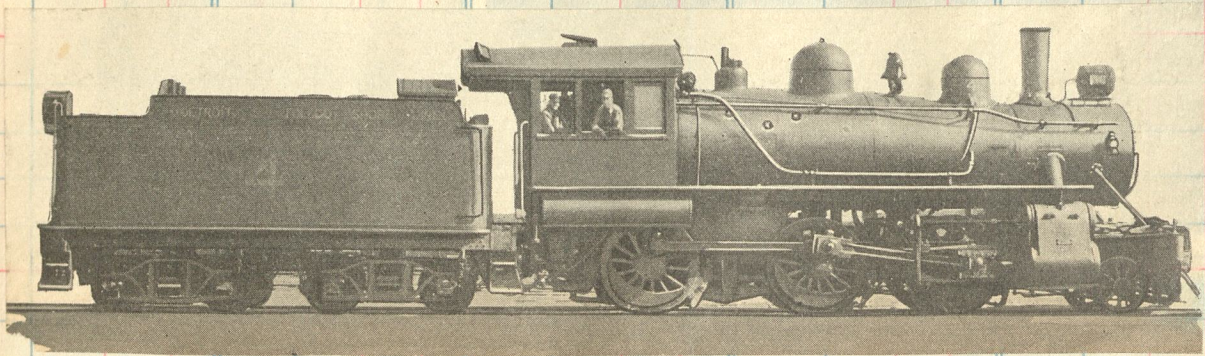
Amount Clos. No. Sold Amount



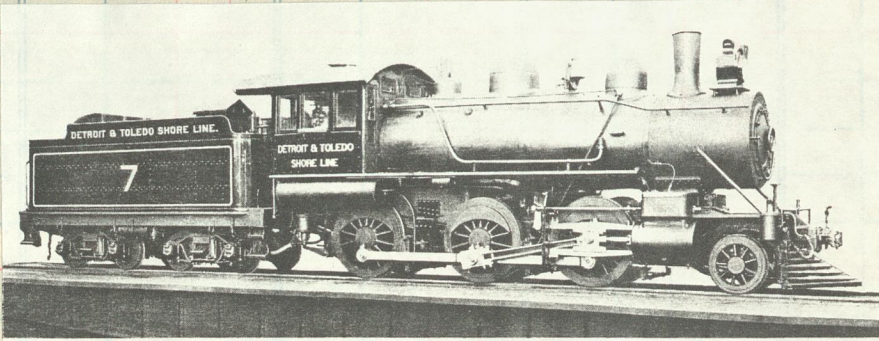
21-23

c/n 58000

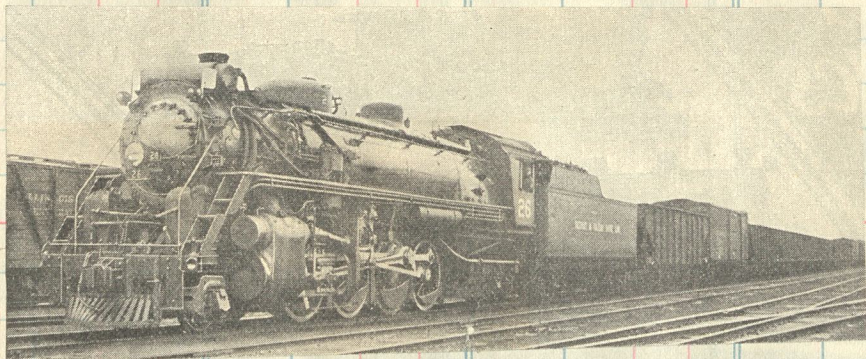
Baldwin 1924



In 1904 the Grand Trunk ordered six Moguls from Baldwin for the D&TSL noed 1-6. This is #4 with c/n 24203

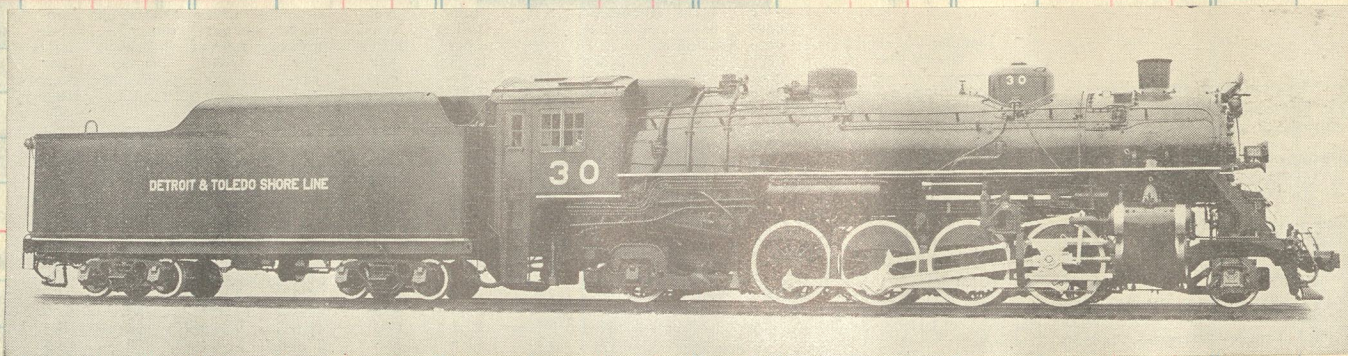


Four additional Moguls, nos 7-10, built by Baldwin in 1907. #7, c/n 31954, and #8 sold to the N.K.P. in 1924 noed 826 and 827.



#26, a 2-8-2, one of four noed 25-28 blt by Baldwin 1927 c/n 60336

To S&K
A 103



The final engines for the D&TSL was three, 30-32, splendid Mikes delivered by LIMA in 1936 c/n 7652.

THE DETROIT AND TOLEDO SHORE LINE RAILROAD COMPANY.

A. R. AYERS, President, Cleveland, O.
J. A. CLANCY, Vice-President, Detroit, Mich.
E. L. RAY, General Manager, "
J. R. MANN, Superintendent of Transportation, "
F. B. ROSS, Traffic Manager, "
O. C. CONLEE, General Freight Agent-Solicitation, "
A. C. WHITE, Assistant General Freight Agent, "
E. W. HOTCHKISS, Secretary-Treasurer, "
A. M. BLANCHARD, Auditor, Toledo, O.
D. W. CROSS, Supt. Motive Power and Equipment, "
C. F. MAUNZ, Storekeeper, "
O. H. SESSIONS, Engineer Maintenance of Way, Monroe, Mich.

Total Mileage, 59.

This road is owned jointly by
Grand Trunk Western

The New York, Chicago and St. Louis Railroads
(Nickel Plate Road)

and is operated for freight traffic only via

DETROIT, MICH., and TOLEDO, OHIO

forming a link between the East, West North and South,
with joint through fast train service with
Grand Trunk Western to and from Toledo.

The following are the principal stations and mileages:

Detroit, Mich.....0	Newport, Mich.....34.0
Wyandotte, Mich.....17.9	Monroe, Mich.....41.6
Trenton, Mich.....22.2	Lang, Ohio.....57.0
Rockwood, Mich.....28.3	Toledo, Ohio.....59.0

CONNECTIONS.

Detroit-With all roads out of Detroit.
Monroe-With New York Central R.R. Michigan Central R.R. and
Pere Marquette R.R.
Toledo-With all roads out of Toledo. September, 1939.

SELLER
DATE
FORM

TOLEDO TERMINAL RAILROAD.

A. B. NEWELL, President and General Manager. Toledo, O.
H. E. NEWCOMET, Vice-President. Chicago, Ill.
D. C. FOLLAS, Secretary and Auditor. Toledo, O.
O. H. McKEAND, Treasurer and Purchasing Agent. "
E. J. MARSHALL, General Attorney. "
H. W. FRASER, General Attorney. "
M. J. NALLY, Superintendent. "
L. C. REDDISH, Traffic and Industrial Agent. "
S. H. KAHLEB, Master Mechanic. "
L. F. HECKLER, Agent and Car Accountant. "
F. J. BISHOP, Engineer Maintenance of Way. "

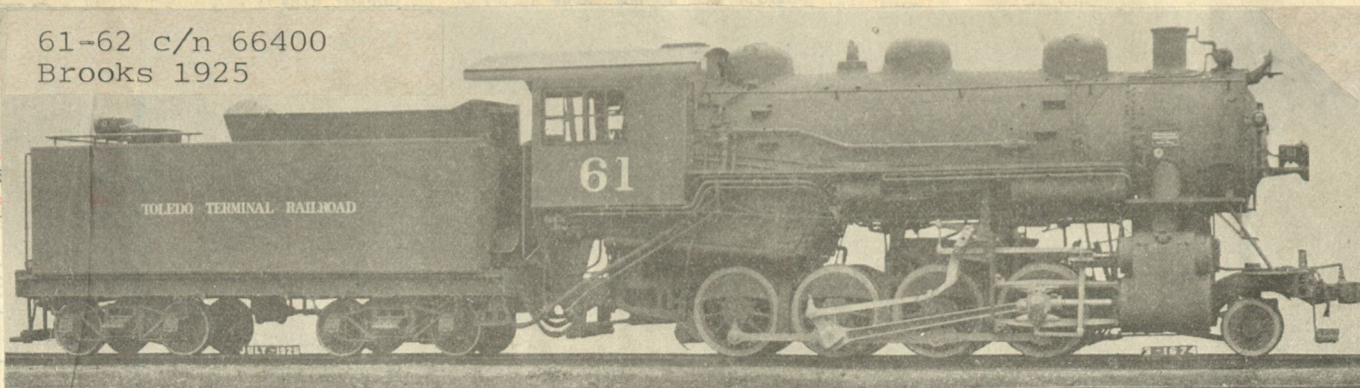
This Company has a Belt Line 29 miles in length, entirely around the City of Toledo, Ohio, and direct track connections with all railroads. It performs an interchange transfer service for carload freight between all of the railroads and furnishes truckage for several roads. Its tracks reach a large number of industries, which are thus afforded the advantage of direct connection with every Toledo railroad.

Total mileage operated, 88.82.

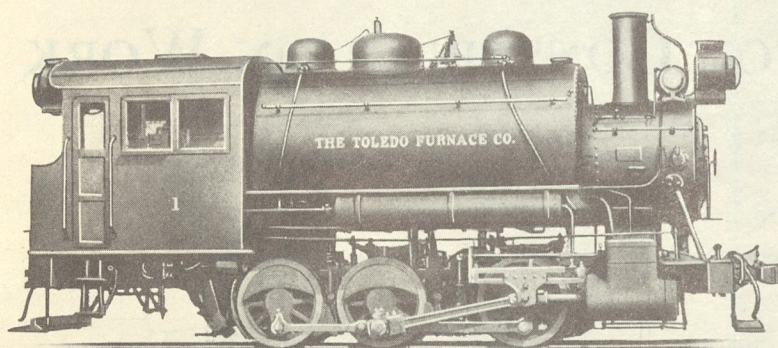
CONNECTIONS.
• Ann Arbor R.R.—At Hallett, O.; Boulevard, O.
• Baltimore & Ohio R.R.—Bates, O.
• Bay Terminal R.R.—Pew, O.
• Chesapeake and Ohio Ry.—Walbridge, O.
• Cleveland, Cincinnati, Chicago & St. Louis Ry.—Stanley, O.
• Detroit & Toledo Shore Line R.R.—Boulevard, O.
• Detroit, Toledo & Ironton R.R.—Temperance, O.
• Michigan Central R.R.—Hallett, O.
• New York Central R.R.—Nashby, O.; Vickers, O.
• New York Central R.R. (Ohio Central Division).—Stanley, O.
• New York, Chicago & St. Louis R.R.—Gould, O.
• Ohio Public Service Co.—Ryan, O.
• Pennsylvania R.R.—Walbridge, O.
• Pere Marquette Ry.—Hallett, O.; Tower K, O.
• Toledo, Angola & Western Ry.—Vulcan, O.
• Wabash Ry.—Gould, O.
• Wheeling & Lake Erie Ry.—Ironville, O.

June, 1939.

61-62 c/n 66400
Brooks 1925



unt Clos. No. Sold Amount



LIMA 1915 c/n 5055
17" x 24" DIRECT CONNECTED LOCOMOTIVE BUILT FOR THE TOLEDO FURNACE CO.

Total

Add—Error _____
DATE _____

Deduct " _____
DATE _____

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

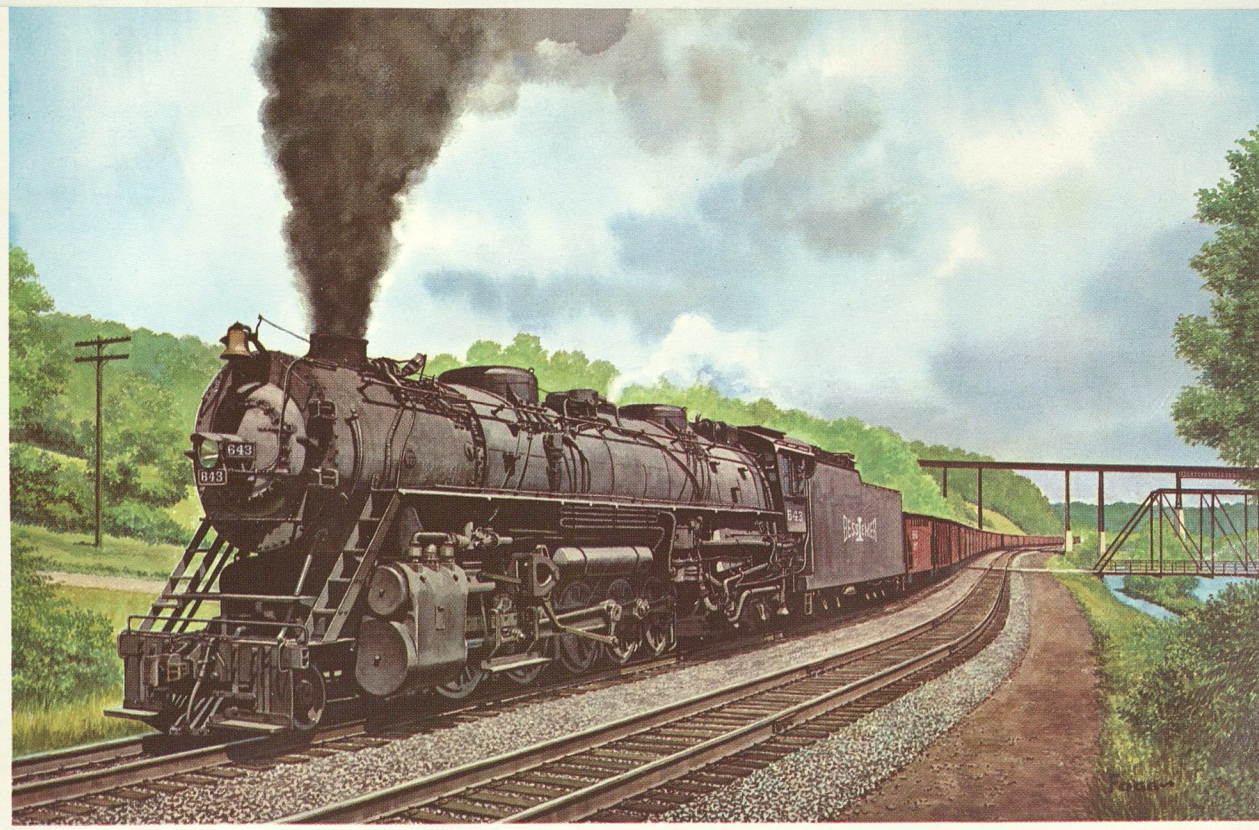
Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

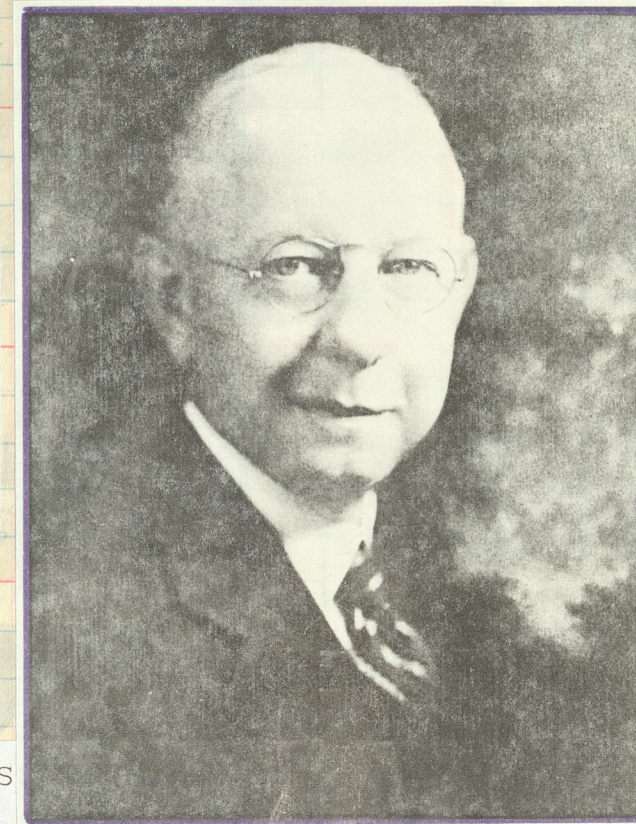
BESSEMER & LAKE ERIE



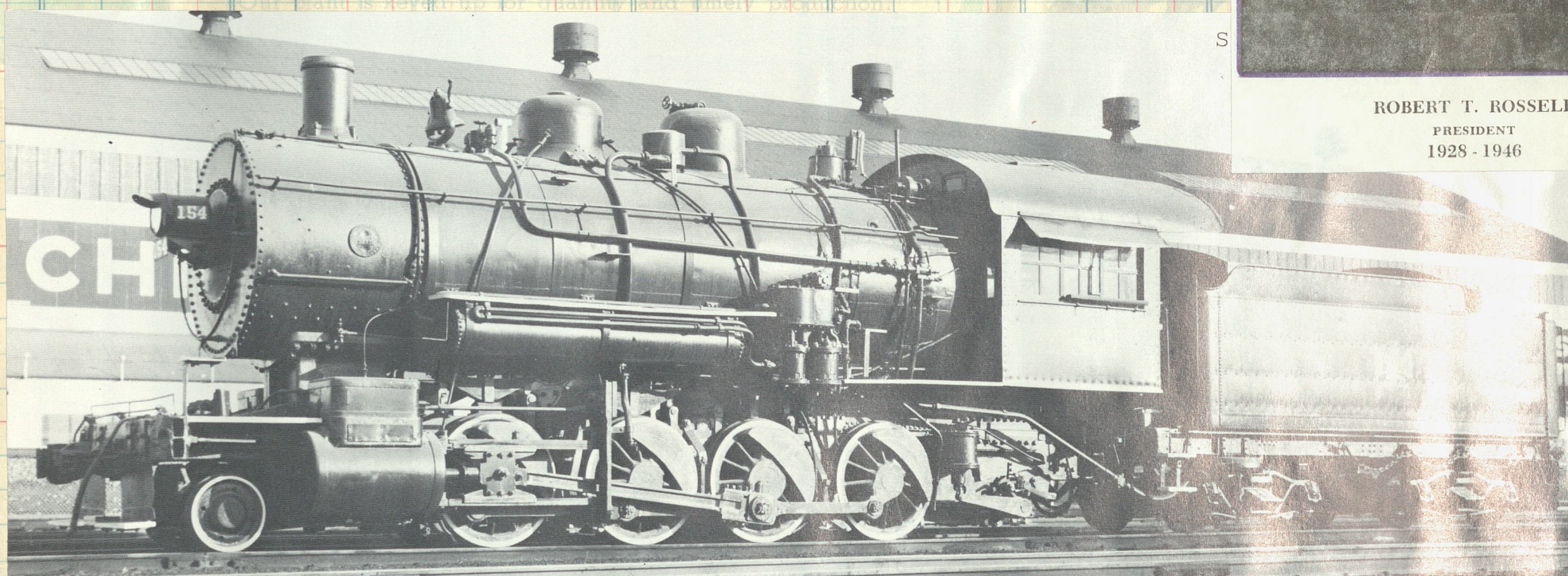
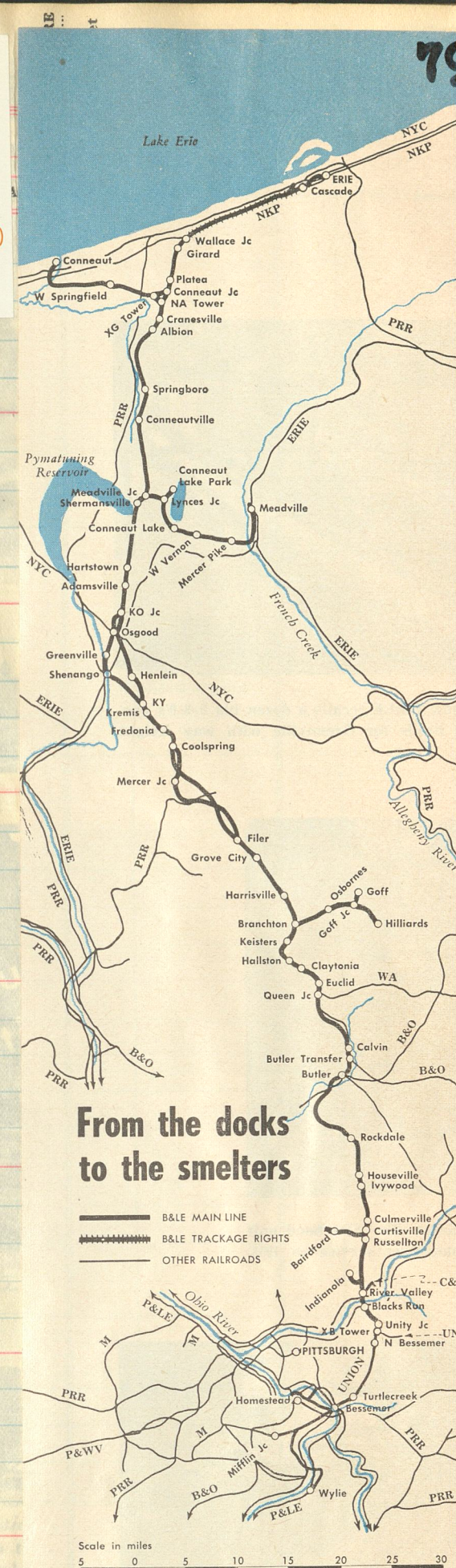
Iron Ore Tonnage

Fogg

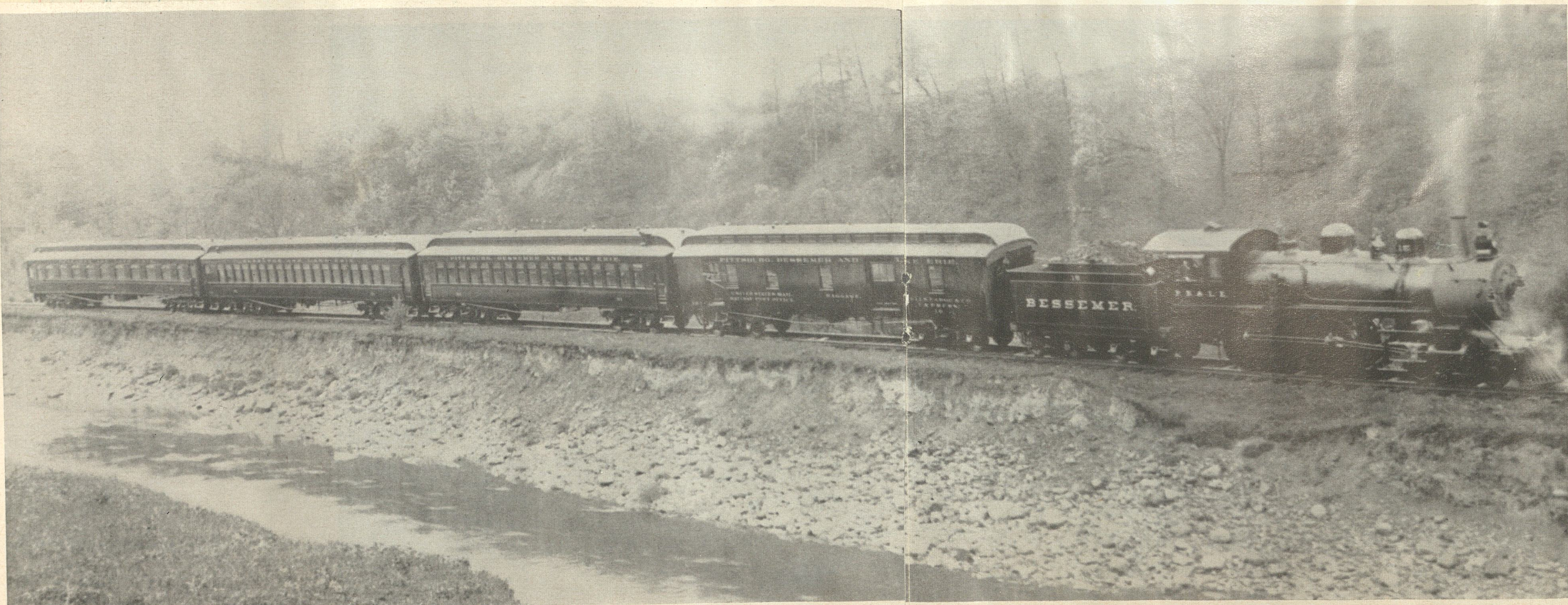
THE BESSEMER AND LAKE ERIE RAILROAD



ROBERT T. ROSSELL
PRESIDENT
1928 - 1946



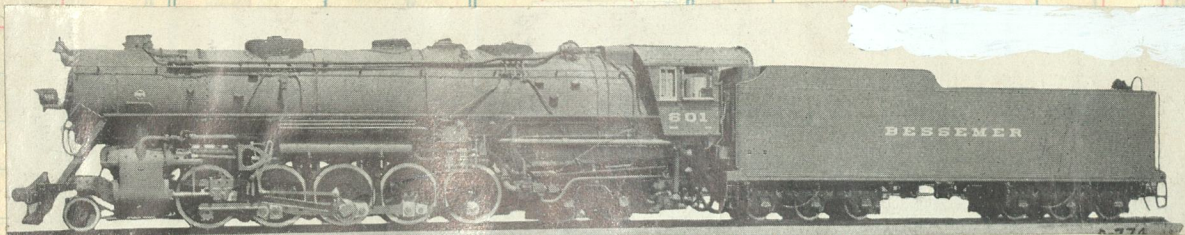
From its inception the Bessemer has always required motive power of brute force to move the heavy ore trains. The 154 at the time of her construction, by Baldwin in 1909, was considered among the most powerful engines ever built.



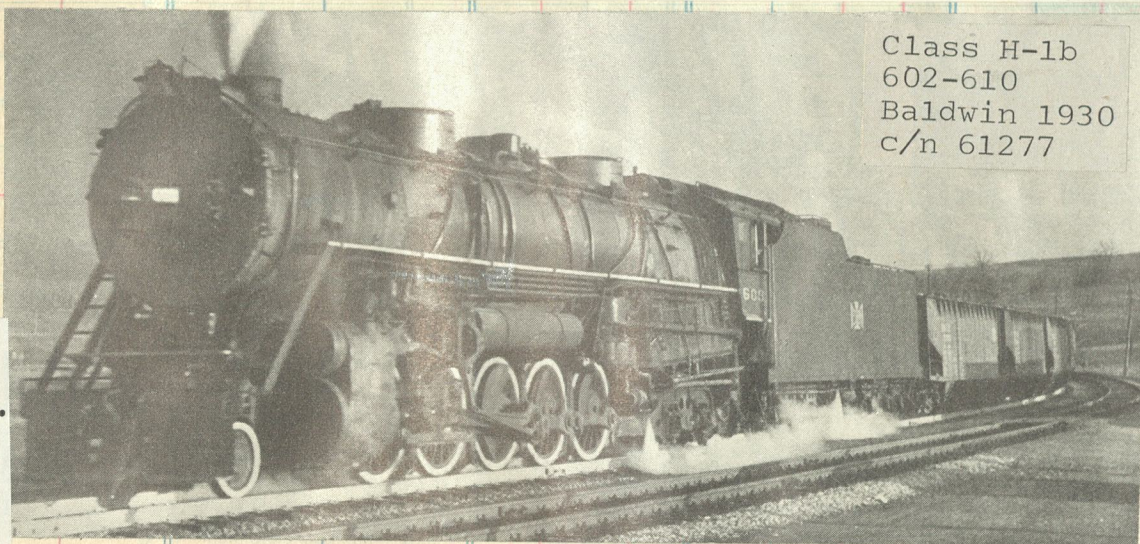
New from pilot to markers! Passengers were treated to nothing but the very best on the Pittsburgh, Bessemer & Lake Erie. The big 4-4-0, #15, was delivered by Cooke [c/n 2504] in the spring of 1900.



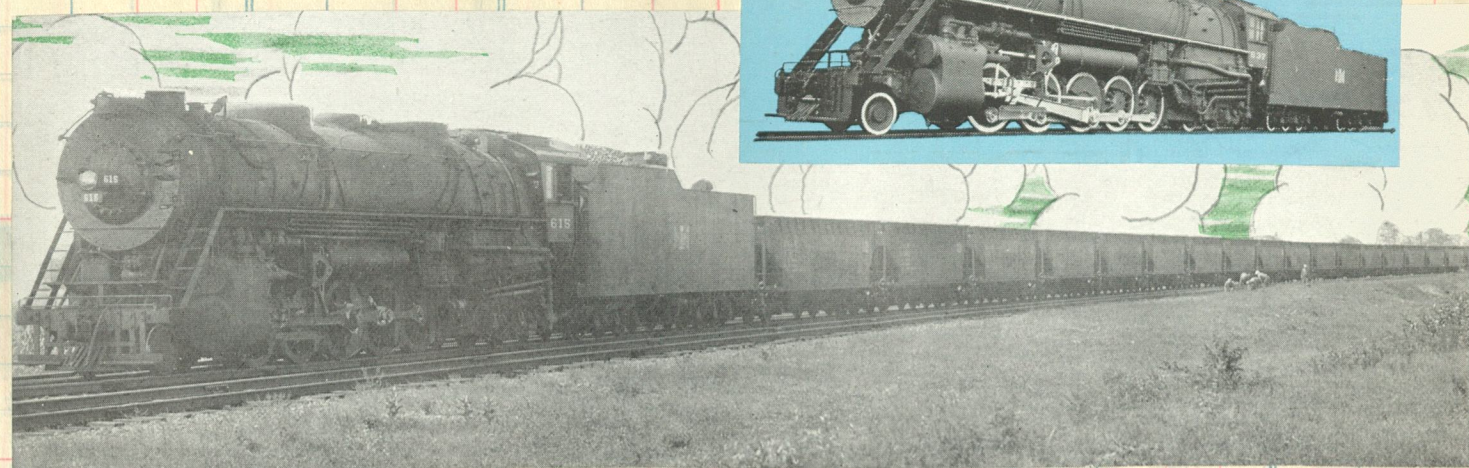
Class H-1c
611-620
Baldwin 1936
c/n 61912



H-1a #601 c/n 60898 Baldwin 1929



Class H-1b
602-610
Baldwin 1930
c/n 61277

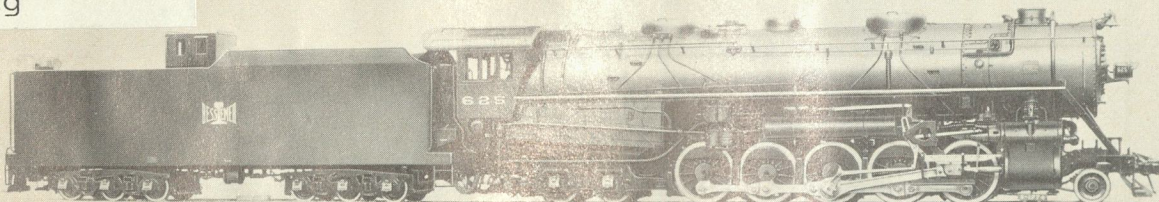


H-1f 636-637 BLW 1942
c/n 64578

In 1951 eighteen of these 2-10-4's were tfr to the D.M. & I.R.

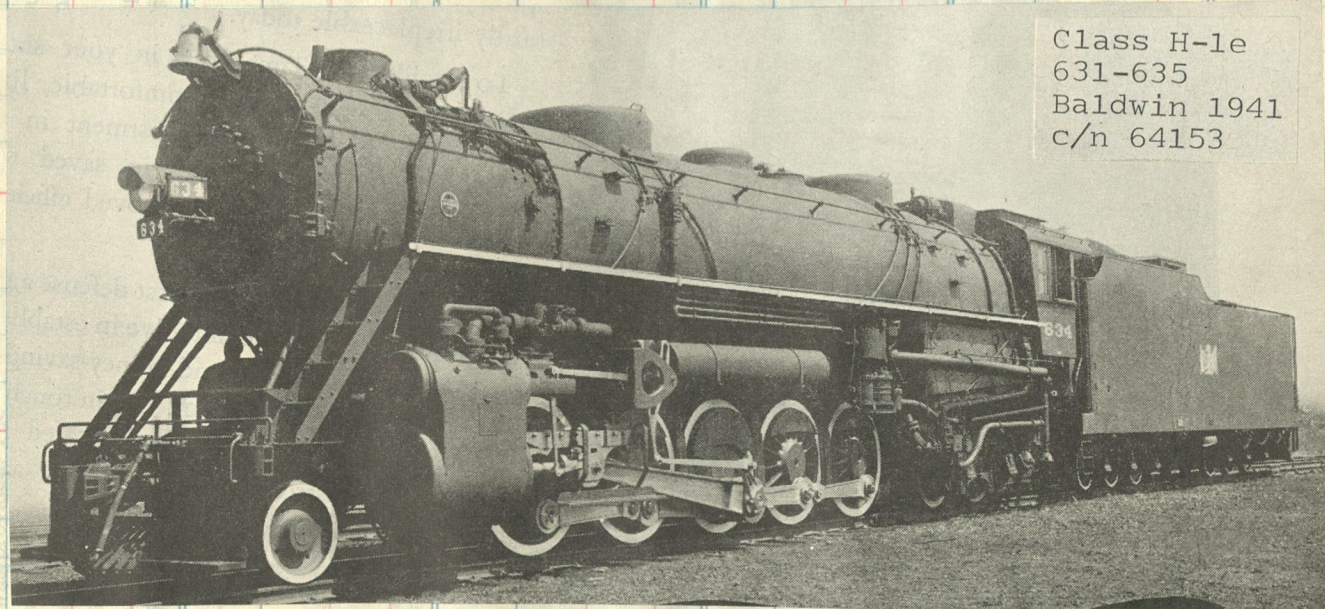
viz:

- 10 H-1d
- 2 H-1e
- 1 H-1f
- 5 H-1g

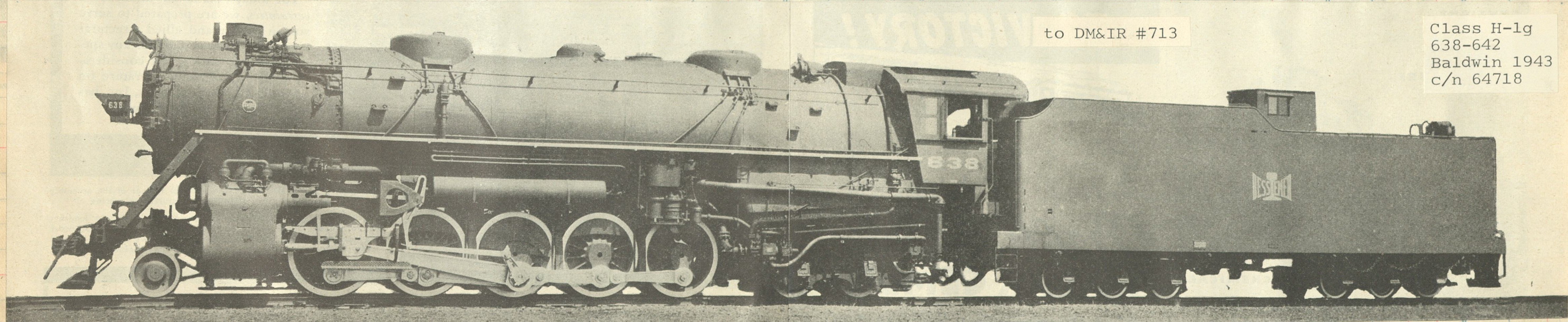


to DM&IR #704

Class H-1d
621-630
Schen 1937
c/n 68895



Class H-1e
631-635
Baldwin 1941
c/n 64153

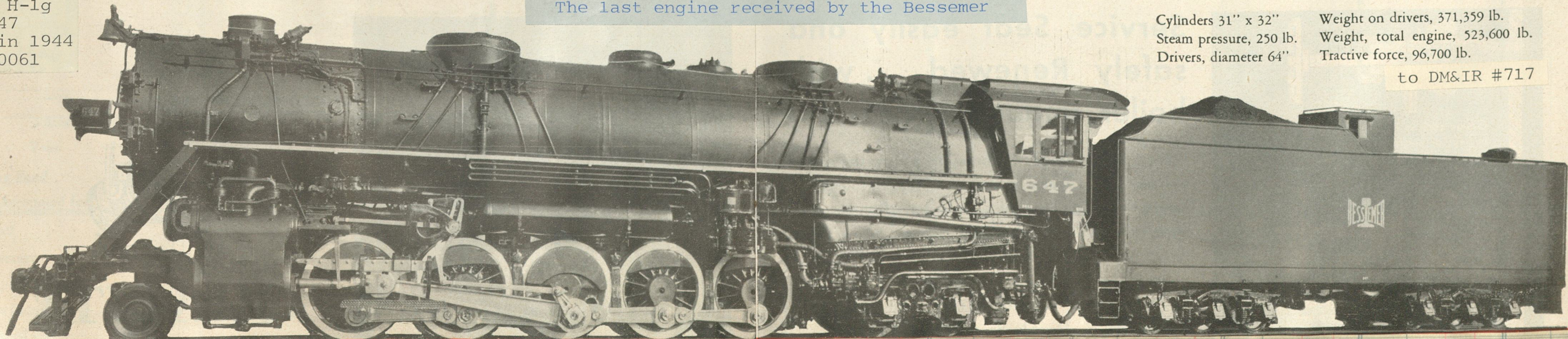


to DM&IR #713

Class H-1g
638-642
Baldwin 1943
c/n 64718

Class H-1g
643-647
Baldwin 1944
c/n 70061

The last engine received by the Bessemer

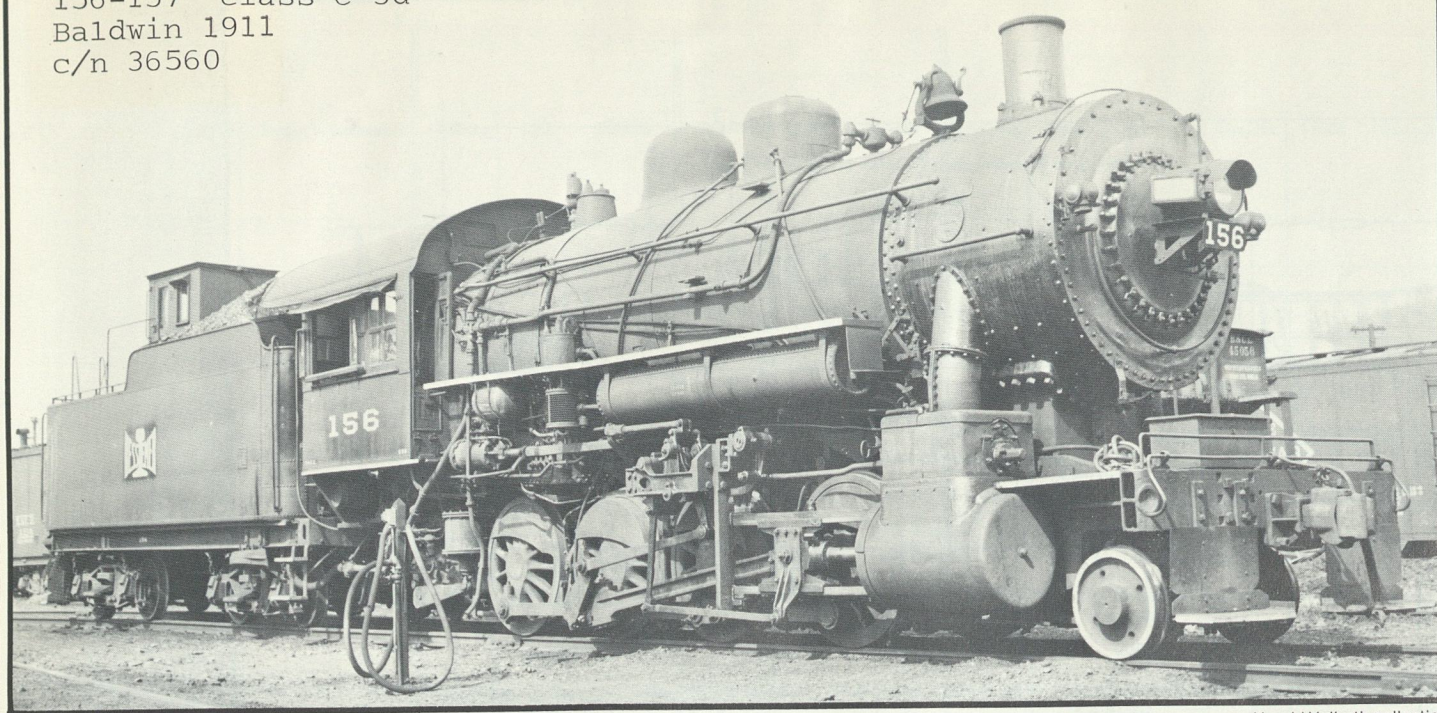


Cylinders 31" x 32"
Steam pressure, 250 lb.
Drivers, diameter 64"

Weight on drivers, 371,359 lb.
Weight, total engine, 523,600 lb.
Tractive force, 96,700 lb.

to DM&IR #717

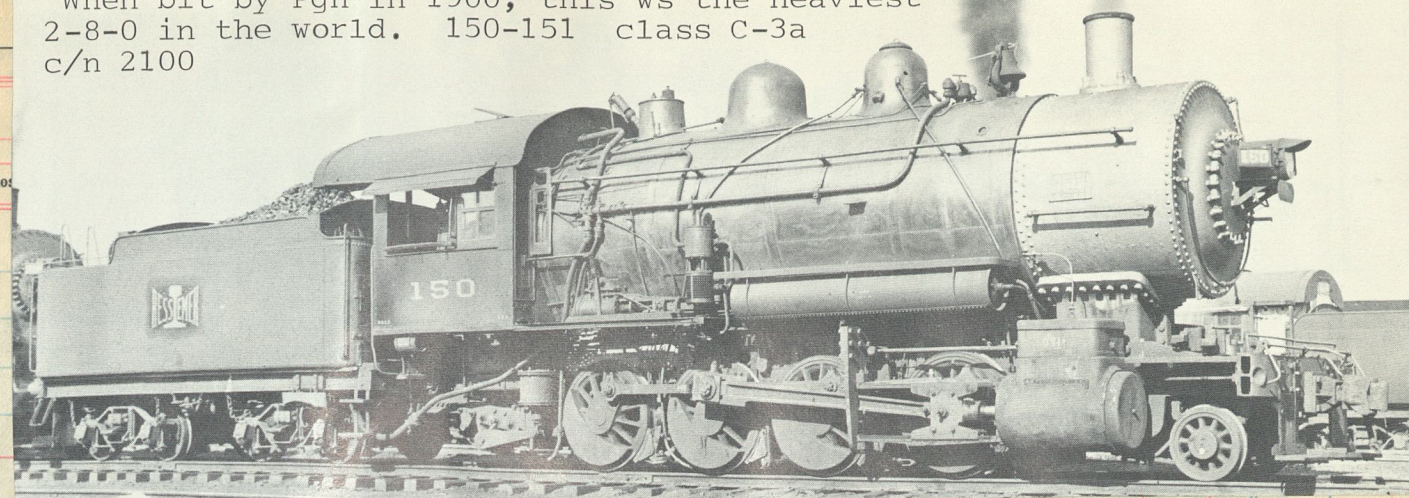
156-157 class C-3d
Baldwin 1911
c/n 36560



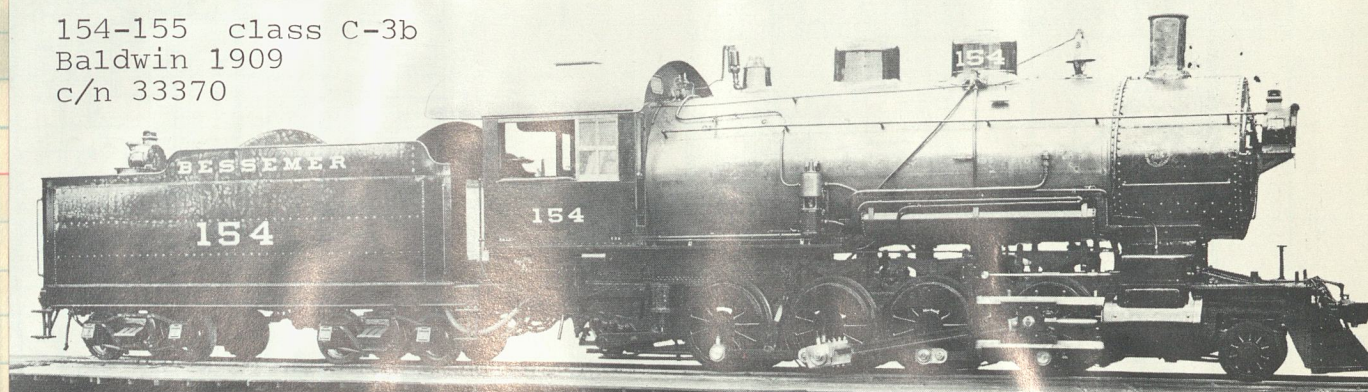
Built by Baldwin in 1911 as a saturated steam locomotive with Stephenson valve gear, C-3d 156 is shown here as upgraded with superheater, the economical "Universal" piston valve chest and an early Baker patent valve gear. The Universal valve chest was very popular for slide to piston valve conversions since it was designed to retain the original cylinders.

Harold Vollrath collection

When blt by Pgh in 1900, this ws the heaviest 2-8-0 in the world. 150-151 class C-3a c/n 2100



154-155 class C-3b
Baldwin 1909
c/n 33370



355-362 class C-2d
Schenectady 1913
c/n 54159

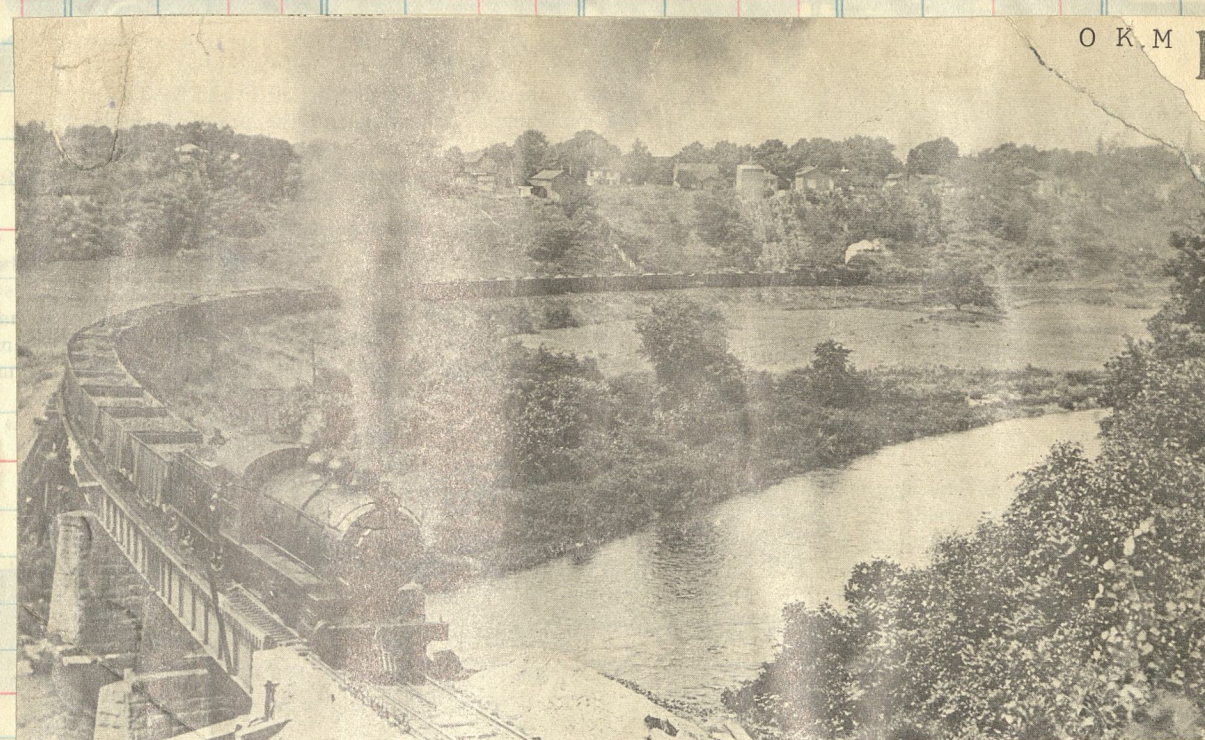
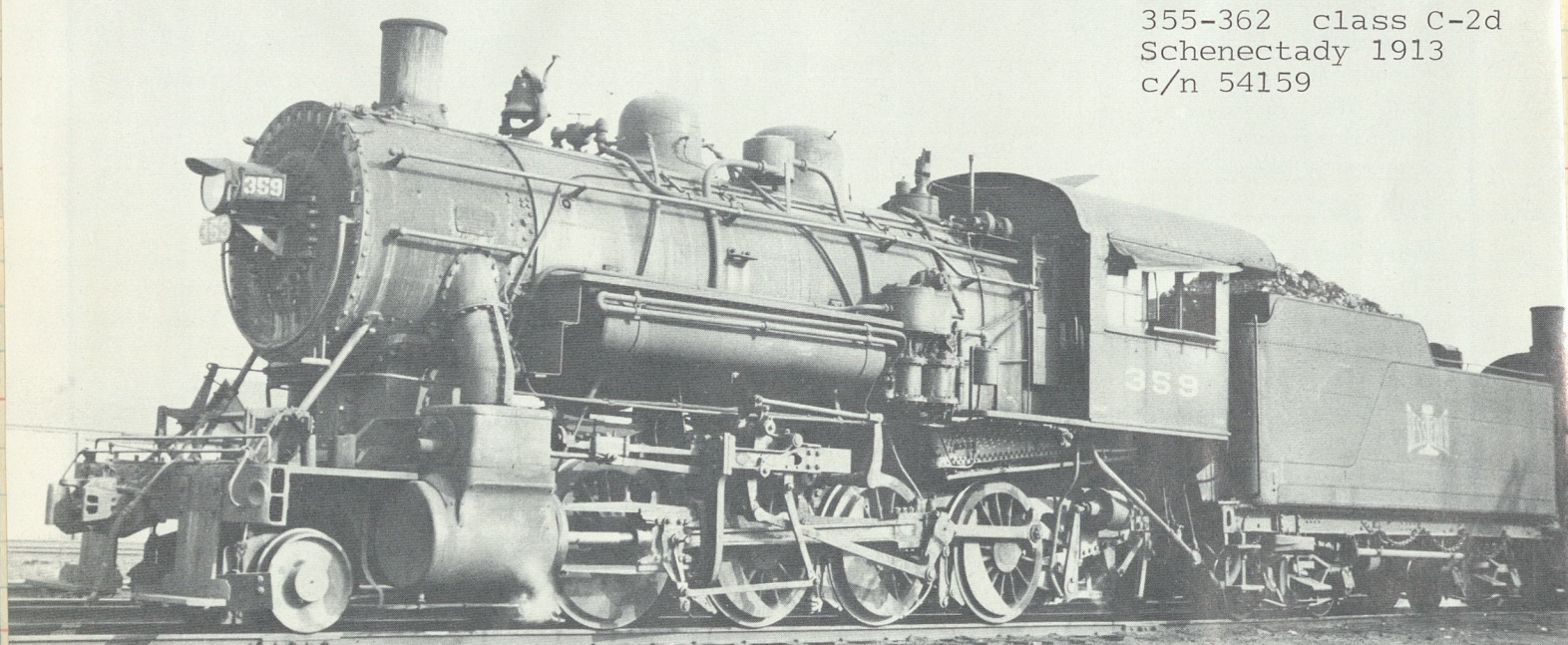
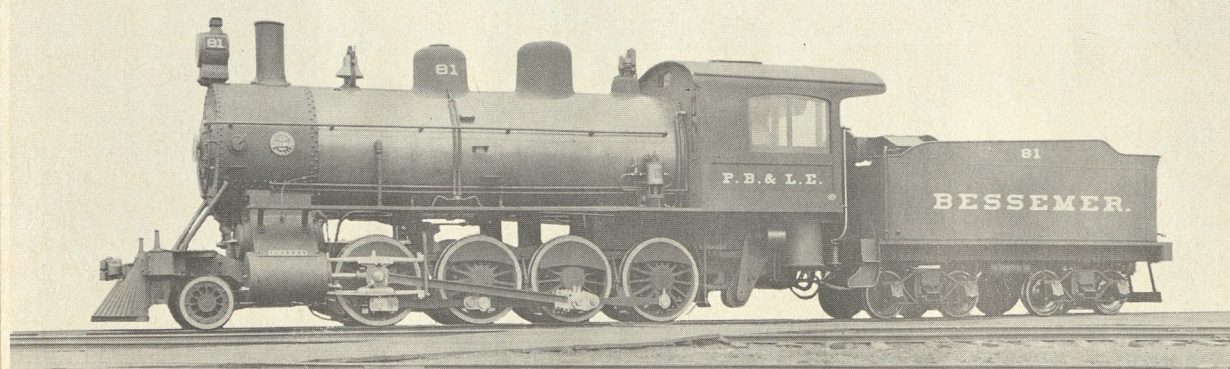
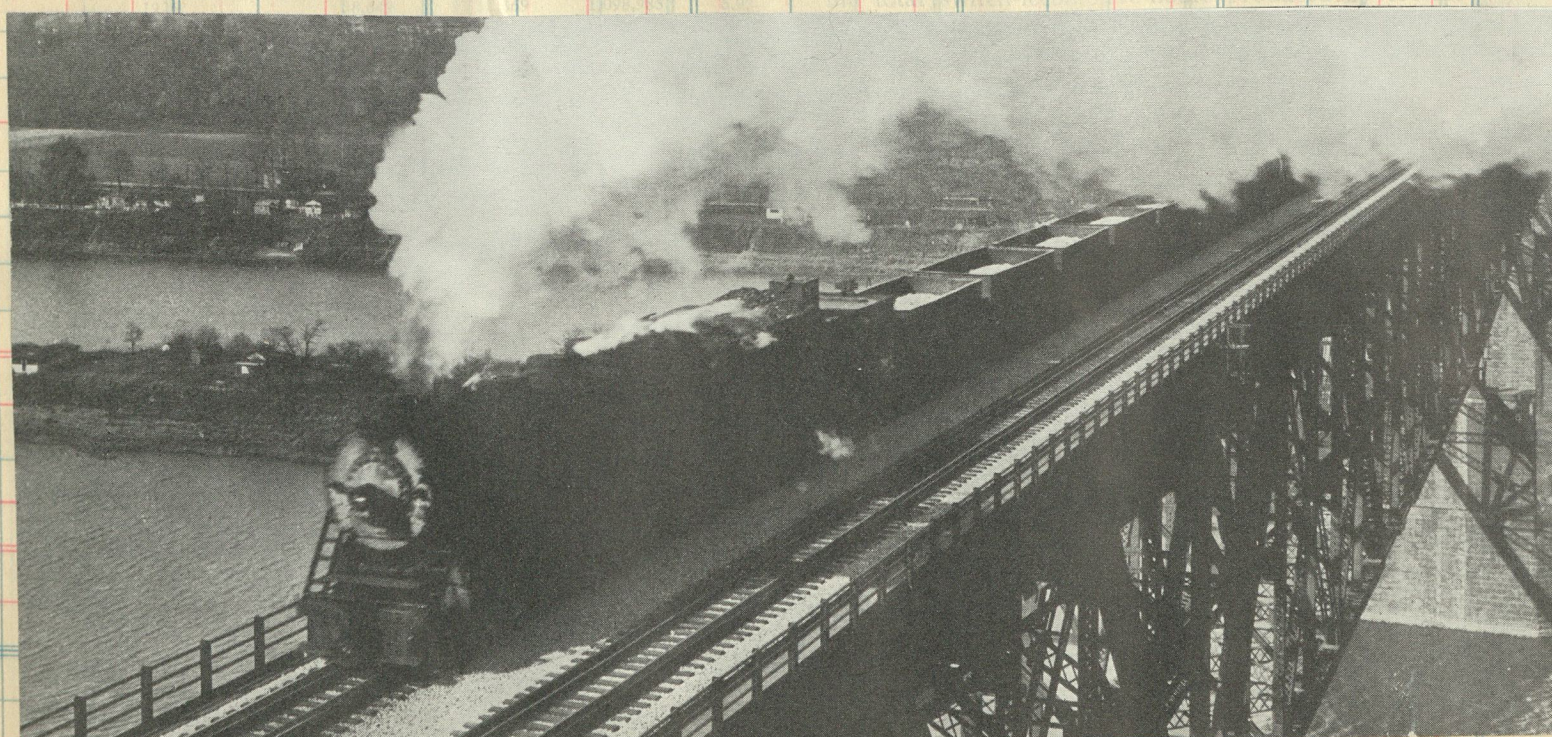


Fig. 7—Typical Ore Train of the Bessemer Road Leaving Conneaut Harbor.

A sturdy 2-8-0 blt by Brooks 1899 c/n 3190 Class C-1c

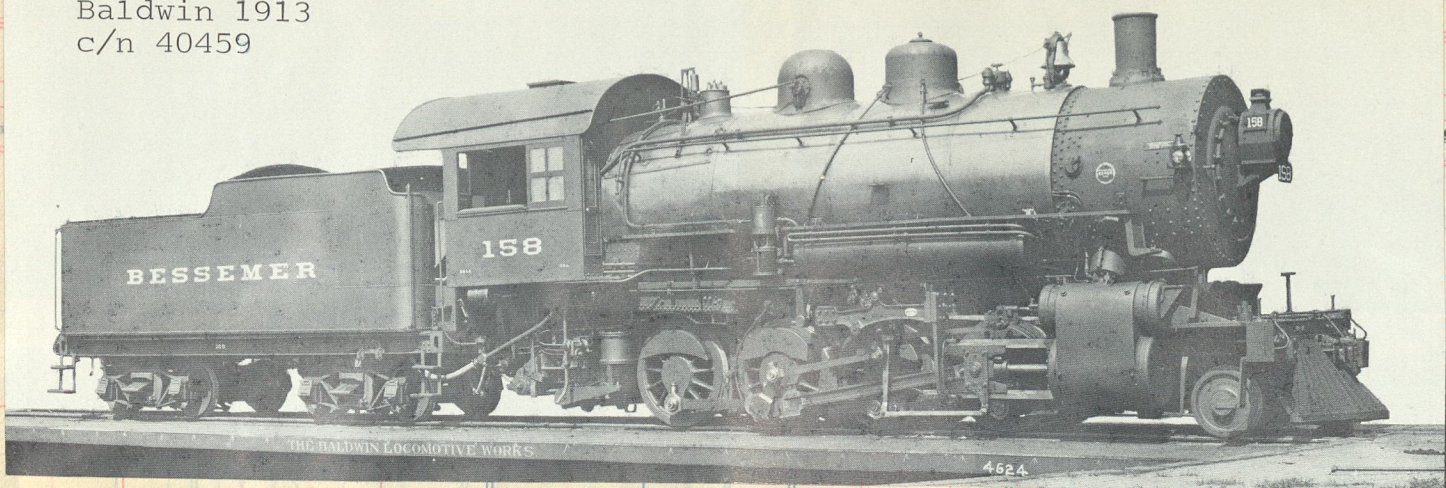


The Bessemer & Lake Erie is so closely associated with the transportation of the raw materials and finished products of the steel industry that it's hardly ever thought of as a passenger carrier. But B&LE has four daily-except-Sunday trains that give its main line local passenger and mail service. This is No. 2 near River Valley, Pa., behind a high-wheeled 4-6-2.

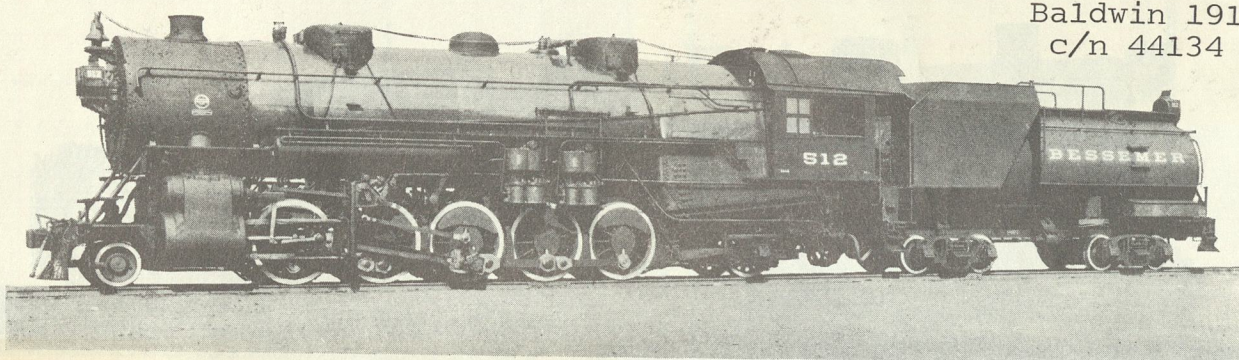


The 610 rolls across the Allegheny with another train of ore for the Pittsburgh mills

158-159 class C-4a
Baldwin 1913
c/n 40459



BESSEMER AND LAKE ERIE RAILROAD 501-520
Baldwin 1916
c/n 44134



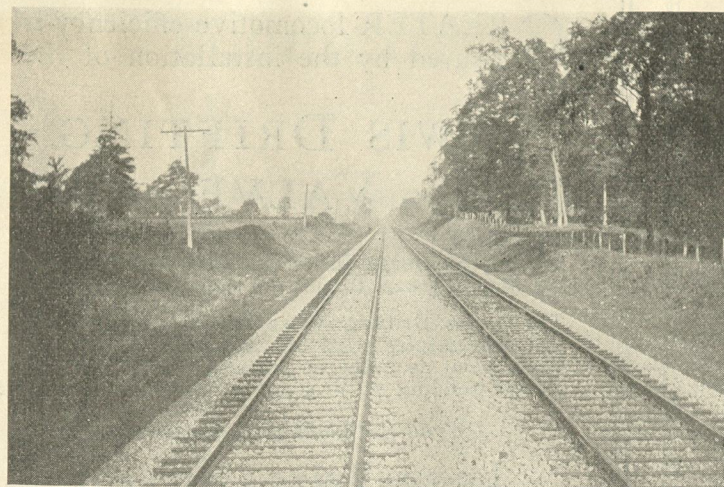
SANTA FE TYPE FREIGHT LOCOMOTIVE

20 Locomotives like the above are being fired by Street Stokers

Cylinders	30 x 32 in.
Driving wheels, diameter	60 in.
Steam pressure	200 lbs.
Boiler diameter	92 in.
Tubes, length	21 ft.
“ number	48—5½ in.
“ “	269—2¼ in.
Heating surface, tubes	4,755 sq. ft.
“ “ water tubes	43 sq. ft.
“ “ fire box	379 sq. ft.
“ “ total	5,177 sq. ft.
“ “ superheater	1,200 sq. ft.
Fire box	132 x 96 in.

Grate area	88 sq. ft.
Wheel base, driving	21 ft.—4 in.
“ “ engine	40 ft.—7 in.
“ “ and tender	77 ft.—9 in.
Weight, leading	23,000 lbs.
“ driving	337,000 lbs.
“ trailing	46,000 lbs.
“ engine	406,000 lbs.
“ tender	178,000 lbs.
Tender capacity, water	10,000 gals.
“ coal	16 tons
Maximum tractive power	81,600 lbs.
Factor of adhesion	4.13

Greenville Steel Car Co 1941
91501-91800



accompanying illustration shows Carnegie Steel Cross Ties in use by the B. & L. E. R. R. in their tracks south of Kremis, Pa.

Steel Cross Ties

Railroad operators will do well to investigate the advantages of steel tie construction. Substitution of steel for wood ties invariably results in increased efficiency and safety, together with a marked decrease in maintenance costs.

These facts are demonstrated by their use in tracks of many leading railroads and industrial concerns. The

1919

In 1919 eighty per cent of B&LE trackage was on Buhrer (steel) ties.



A work train near River Valley

K. L. Zurn.

1938

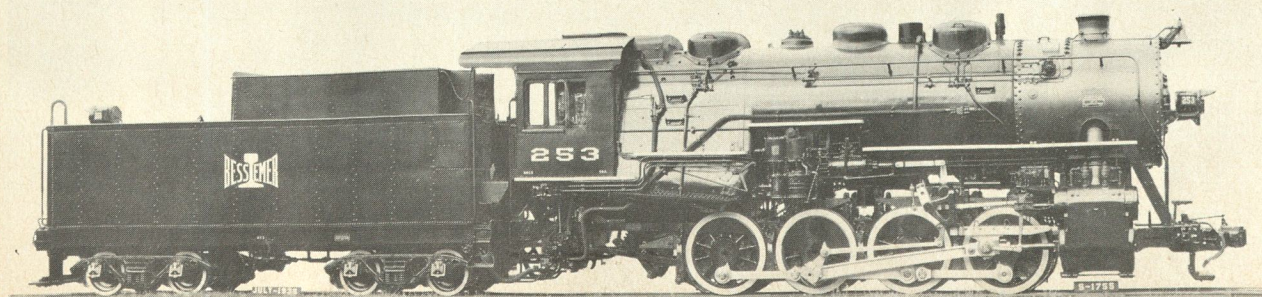


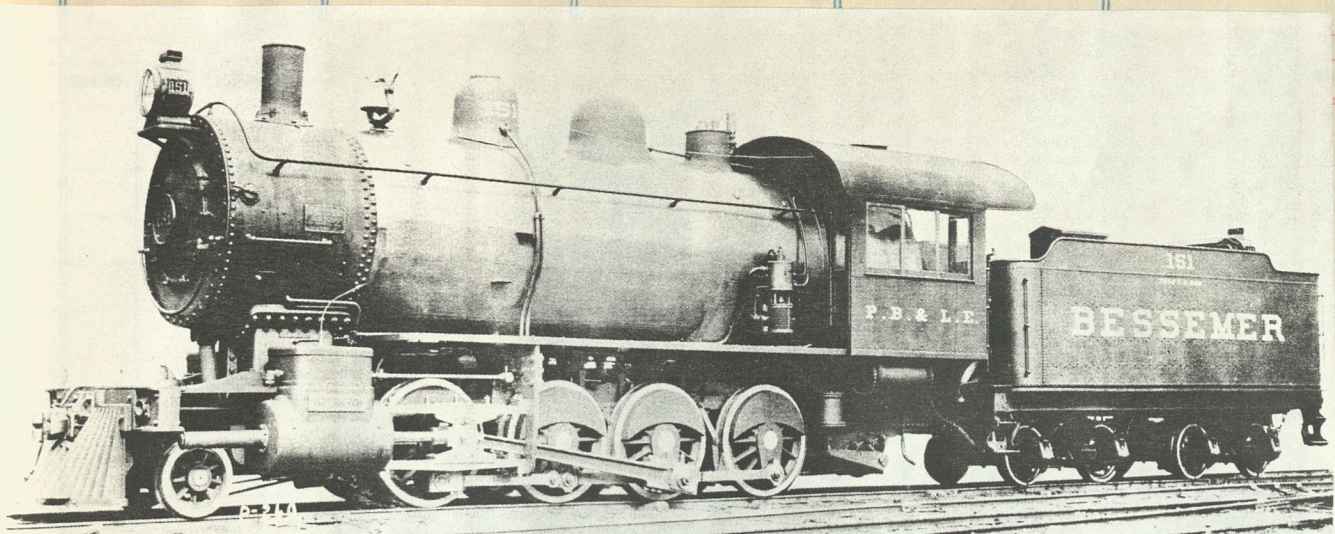
All-Steel Box Car of 100,000 Lb. Capacity Built for the Bessemer & Lake Erie by the Pullman-Standard Car Manufacturing Company

251-254

c/n 68739

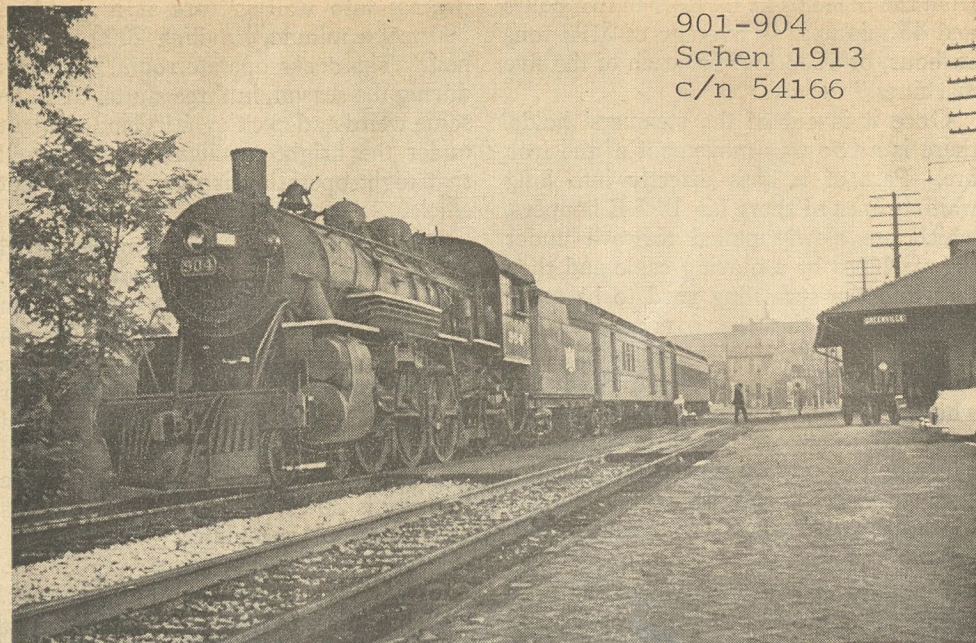
Schenectady 1936



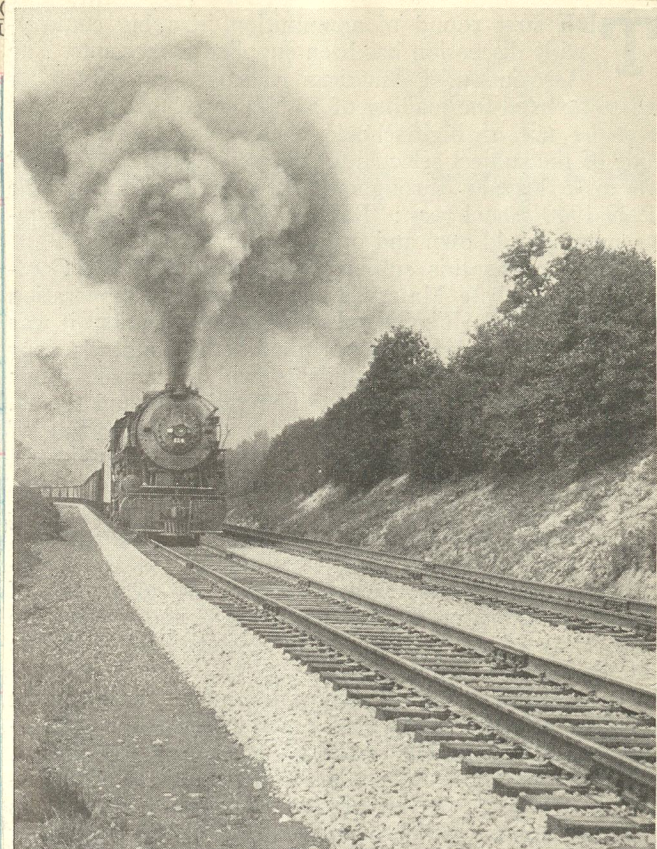


Pittsburgh, Bessemer & Lake Erie 151 2-8-0 Pittsburgh 1900
24 x 32 210 lbs. 54" 250,300 lbs. 60,928 lbs.

TRAIN No. 1, leaving Greenville on the 90-mile run to North Bessemer behind elderly, high-wheeled Pacific 904. She was built by Alco in 1913. In 1920s, ore pike operated up to 26 daily passenger trains



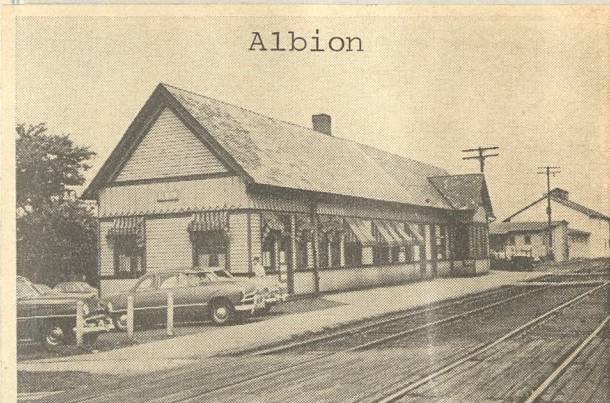
901-904
Schen 1913
c/n 54166



The 614 boiling along north of McBride over typical beautiful B&LE trackage laid with 152 lb rail.



One of the 1930 Baldwins (2-10-4 #607 c/n 61275) southbound near Dicksonburg

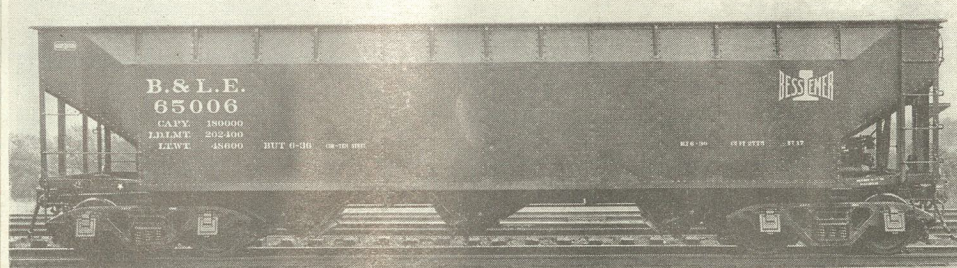
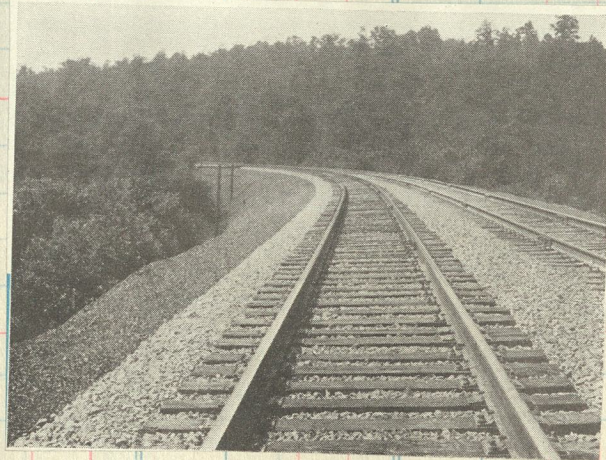


Albion



Crossing the Allegheny at Blacks Run

Double track Built 1918 Length 2,327'



65001-65800

Pullman-Standard

Lightweight 90-Ton Cor-T Steel Hopper Car—This Body and That of the 70-Ton Cars Are the So

1936



These attractive brutes from Eddystone were the heaviest single unit engines built in 1936

RECORD OF TICKET SALES AT

	Total
Add—Error	
	DATE
Deduct “	
	DATE
	Total
Add Working Fund	
Total to be Accounted for	
Cash to Agent	
Agent’s Signature	
Cash to next Seller	
Next Seller’s Signature	
Total Accounted for	

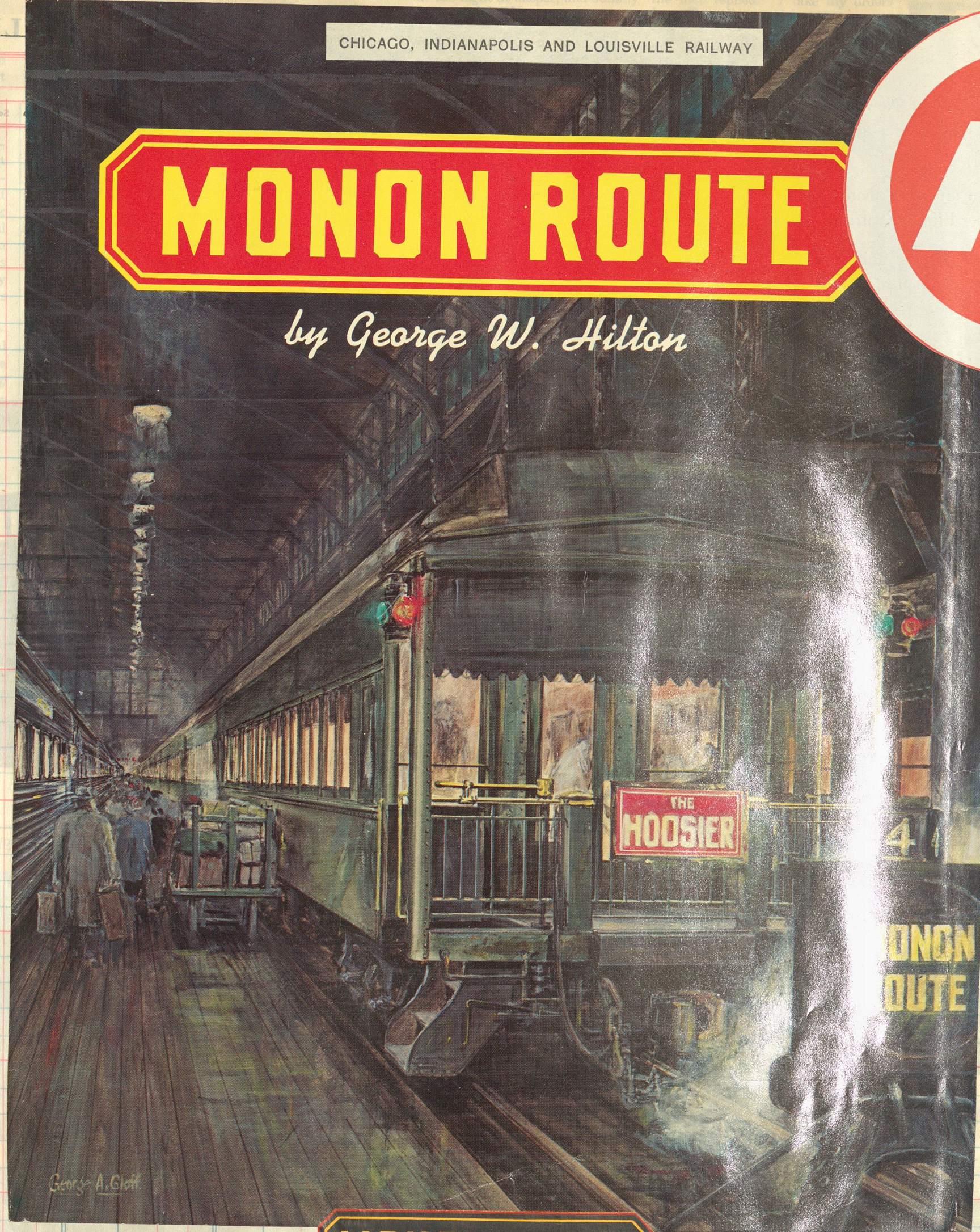
CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY

MONON ROUTE

by George W. Hilton



THIS NEW EMBLEM IS MILESTONE IN MONON PROGRESS



The Shortest Line Between Chicago and Indianapolis

AUTOMATIC TRAIN STOP

LATEST TRAVEL SAFETY DEVICE

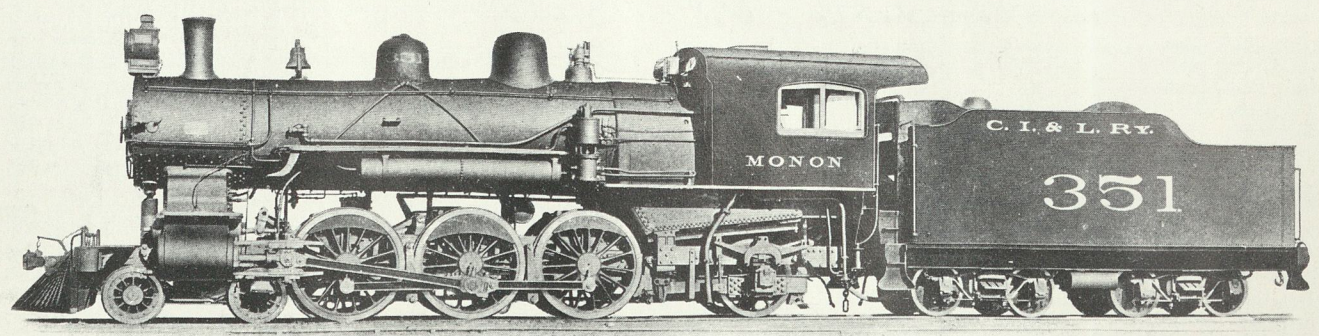
Monon Route First and Only Line Between Indianapolis and Chicago to Install This Marvelous Safety Device



The MONON operated, in 1927, 657 miles with 160 engines, 6823 freight and 96 passenger cars.

MONON ROUTE

CHICAGO, INDIANAPOLIS & LOUISVILLE RY.



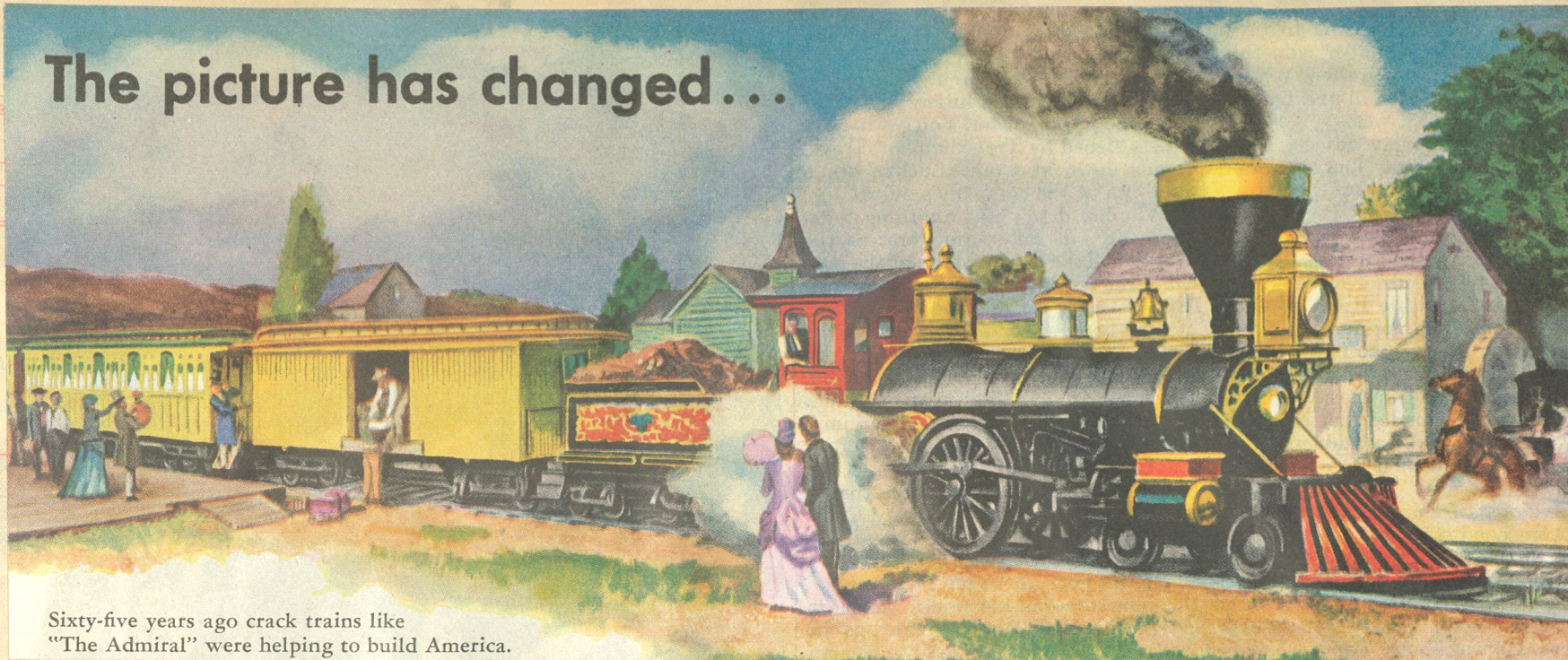
c/n 38873

PACIFIC TYPE PASSENGER LOCOMOTIVE
Built for the Chicago, Indianapolis & Louisville Railway

Four of these enticing Pacifics, the first ones for the Monon, were delivered by Brooks in 1905 class K-1 and noed 350-353. Later renoed 400-403 and remained on the roster until 1939.

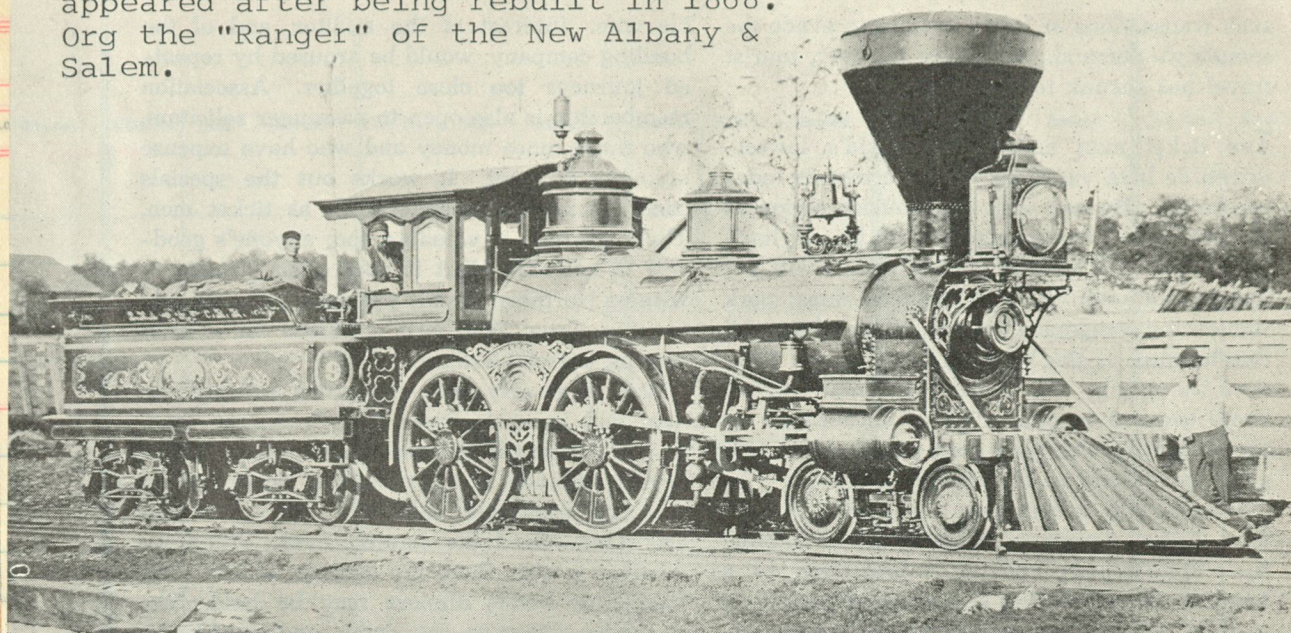
(58)

The picture has changed...

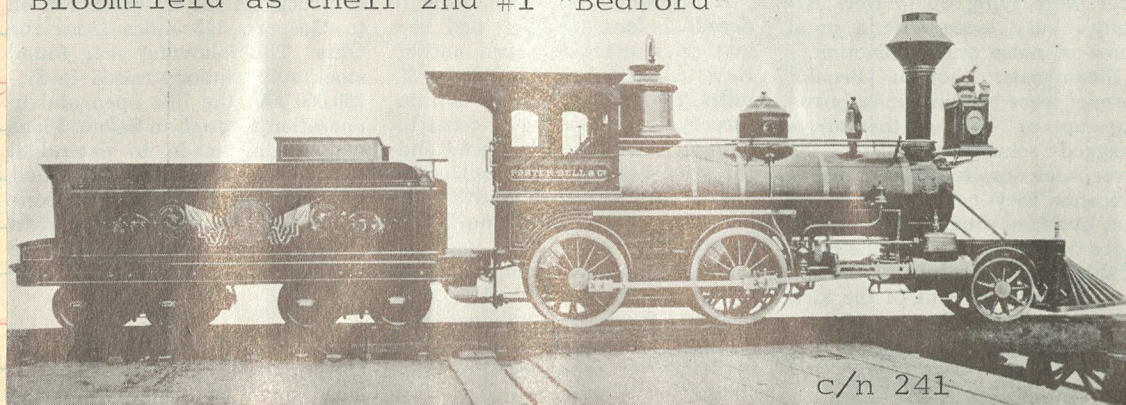


Sixty-five years ago crack trains like "The Admiral" were helping to build America.

The Louisville, New Albany & Chicago #9 the "Admiral" as she appeared after being rebuilt in 1868. Org the "Ranger" of the New Albany & Salem.



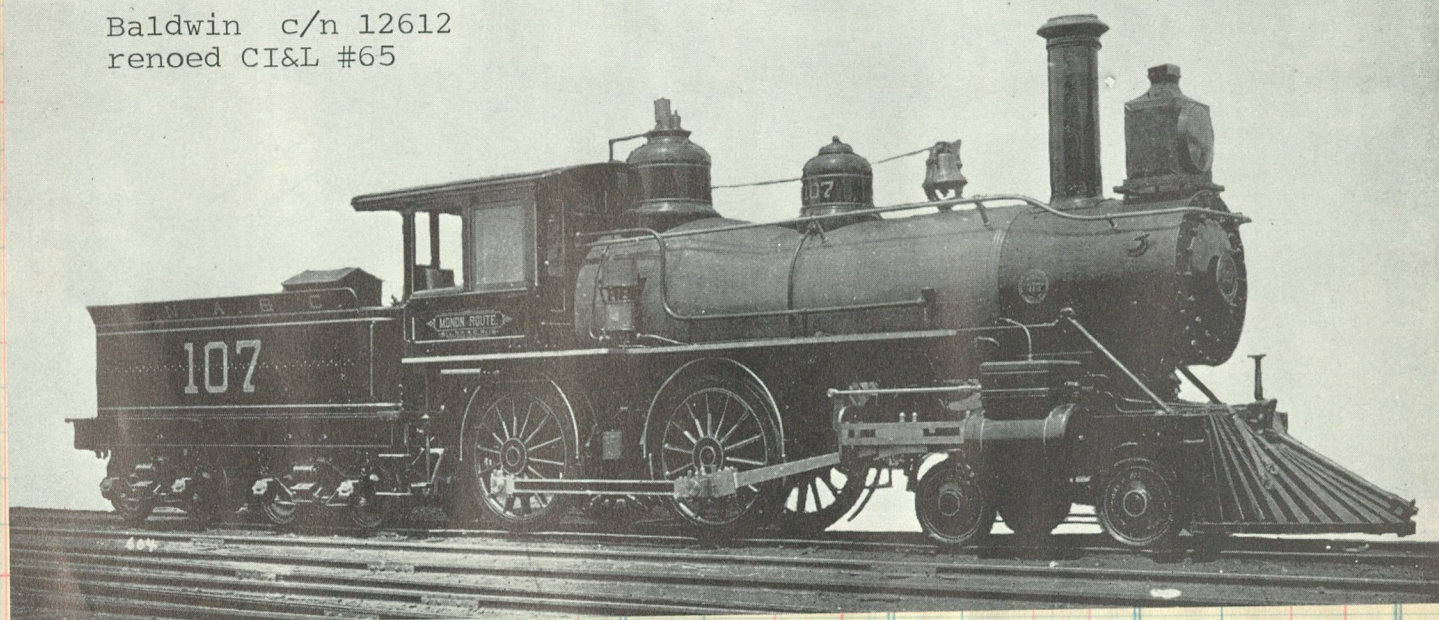
This little 3 ft gauge 2-4-0 was Porter's exhibit at the Philadelphia Centennial in 1876. Sold to Bedford & Bloomfield as their 2nd #1 "Bedford"



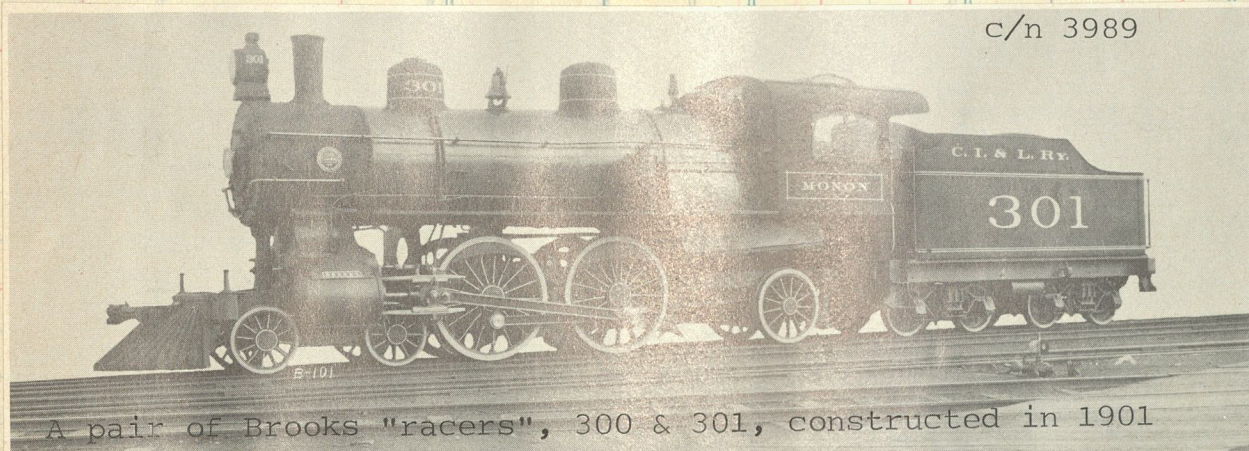
c/n 241

THIS LOW DRIVERED 4-4-0 was built as No. 107 for the Louisville New Albany and Chicago in 1892. The engine later bore the markings of the Chicago, Indianapolis and Louisville. (Collection of C. A. Brown)

Baldwin c/n 12612
renoed CI&L #65

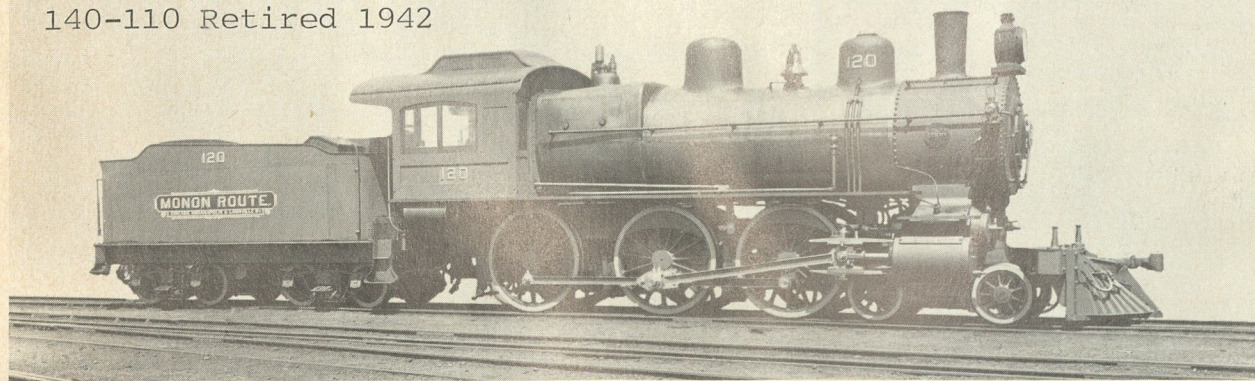


c/n 3989

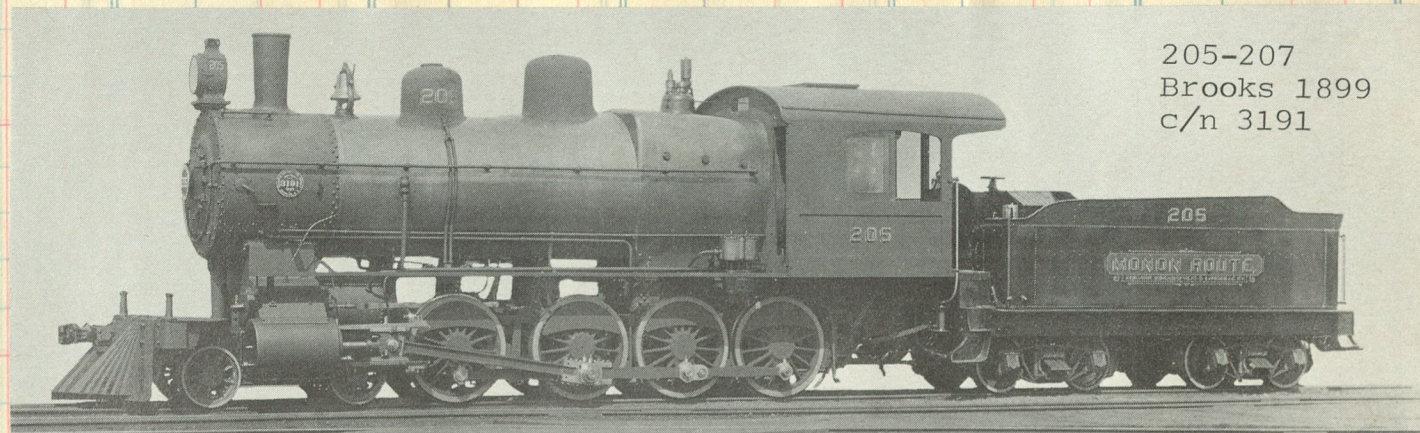


A pair of Brooks "racers", 300 & 301, constructed in 1901

Pair of 10 wheelers, 120-121, blt by Brooks 1900 c/n 3500
Class G-6. Reblt 1923 Class G-2b renoed
140-110 Retired 1942



205-207
Brooks 1899
c/n 3191



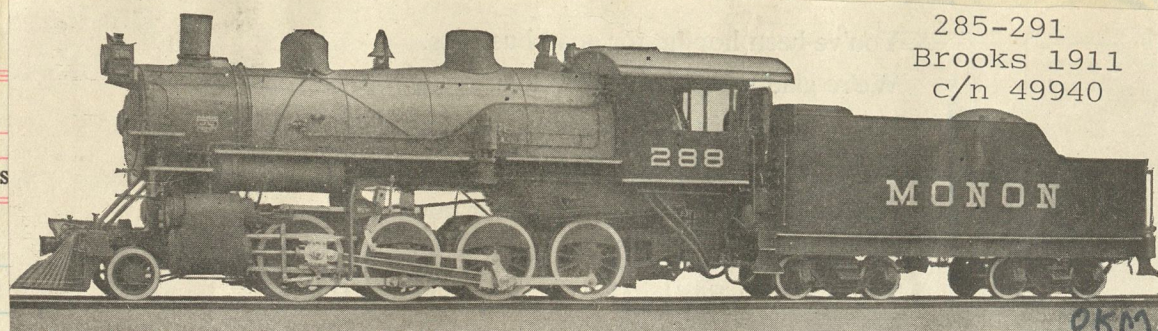
Pacific 412 whips the Chicago Limited thru Shelby, Ind. in 1924



Chicago Limited
Lv. Indianapolis 12.00 p.m.
Lv. Boulevard Station 12.15 p.m.
Ar. Chicago 4.45 p.m.

Monticello, Ind.





285-291
Brooks 1911
c/n 49940

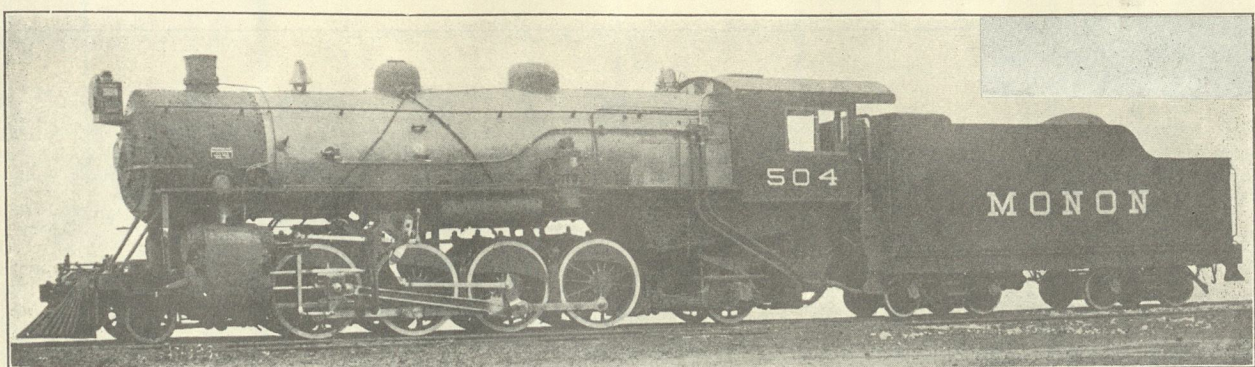
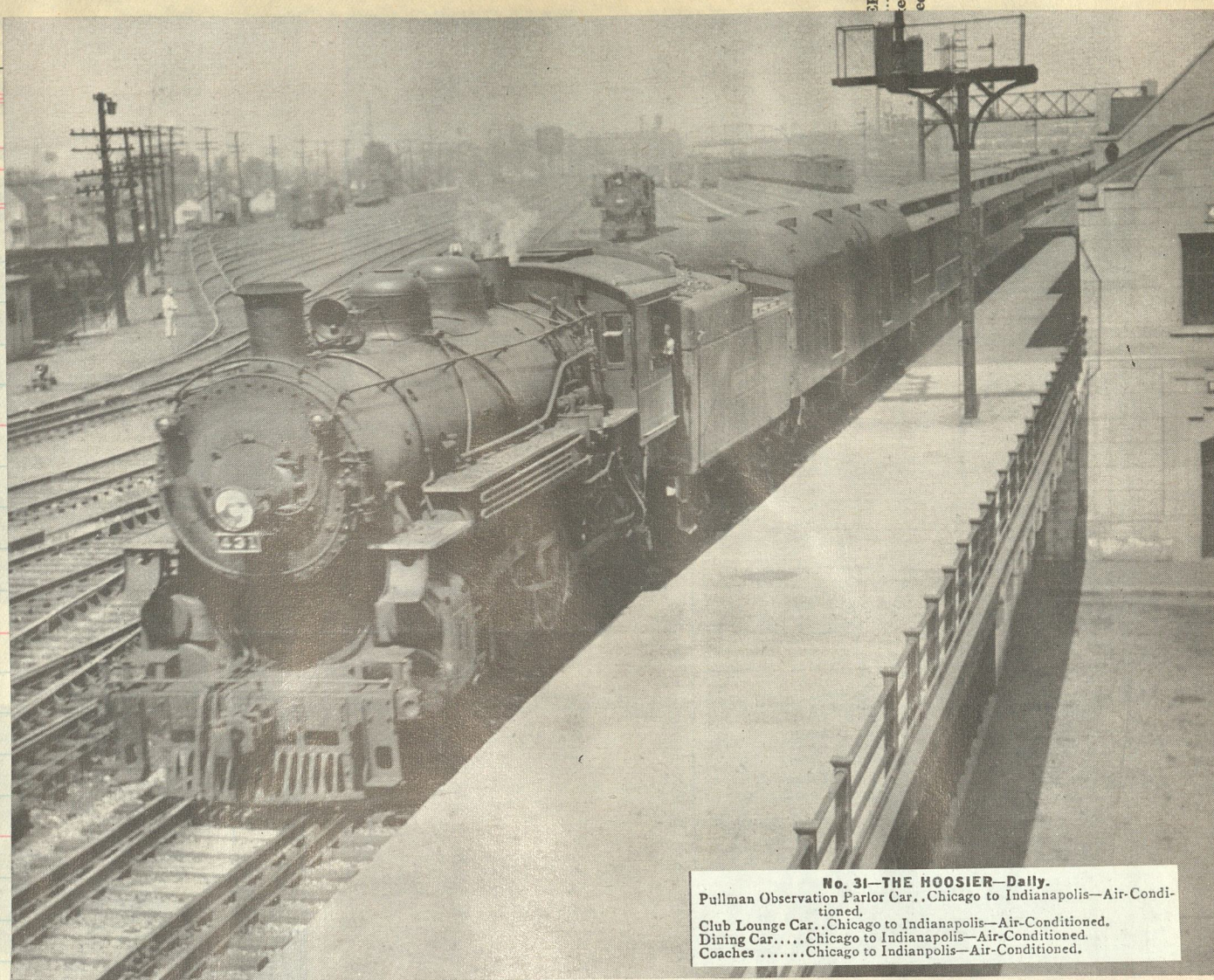
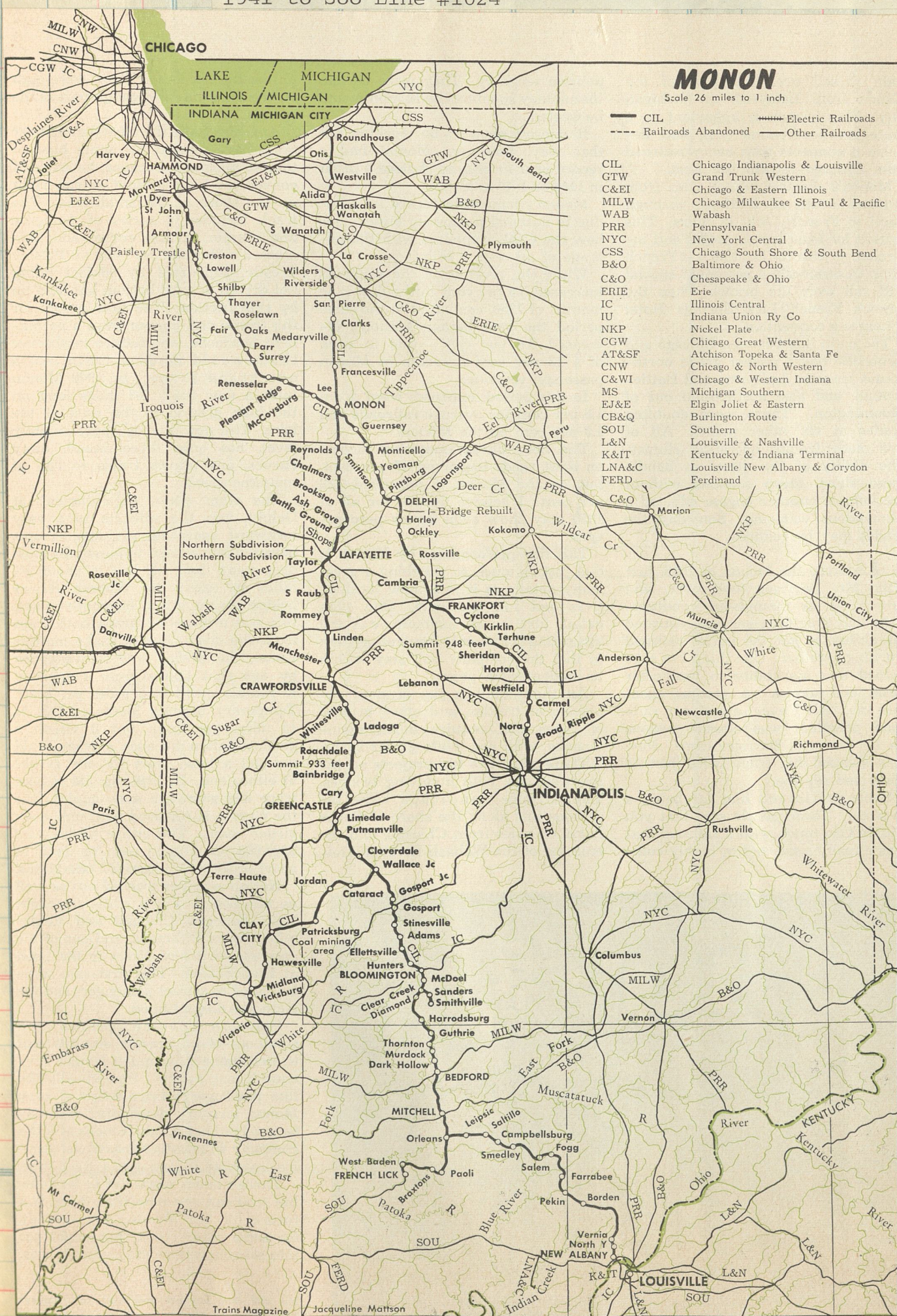


Fig. 58—Mikado (2-8-2) Locomotive for Freight Service. Built for the Chicago, Indianapolis and Louisville by the American Locomotive Company. Cylinders, 28 in. x 30 in. Working Steam Pressure, 170 lbs. per sq. in. Diameter of Drivers, 63 in. Tractive Effort, 53,900 lbs. Heating Surface—Tubes, 3,671 sq. ft.; Water Tubes, 29 sq. ft.; Firebox, 216.5 sq. ft.; Total, 3,916.5 sq. ft. Superheater Surface, 812 sq. ft. Grate Area, 54.5 sq. ft. Rigid Wheel Base, 17 ft. Total Engine Wheel Base, 34 ft. 9 in. Weight on Drivers, 213,500 lbs. Total Weight of Engine, 285,000 lbs. Fuel, Soft Coal.

The initial Mikes for the Monon were twenty five built by Brooks in 1912, nos 500-524. #504 [c/n 50706] sold in 1941 to Soo Line #1024



No. 31—THE HOOSIER—Daily.
Pullman Observation Parlor Car. Chicago to Indianapolis—Air-Conditioned.
Club Lounge Car. Chicago to Indianapolis—Air-Conditioned.
Dining Car. Chicago to Indianapolis—Air-Conditioned.
Coaches. Chicago to Indianapolis—Air-Conditioned.

The Hoosier whips past 47th Street, Chicago, behind Pacific 431. Rail Photo Service.

Extra 577, a 2-8-2, with a mile of empty hoppers tied to her drawbar, pauses in the farmlands near Linden, Ind.



Schenectady 1929

sold to P&S #577 in 1947

Five Santa Fe's delivered by Schenectady, noed 600-604, in 1914. c/n 54889 To Tennessee #39 in 1945

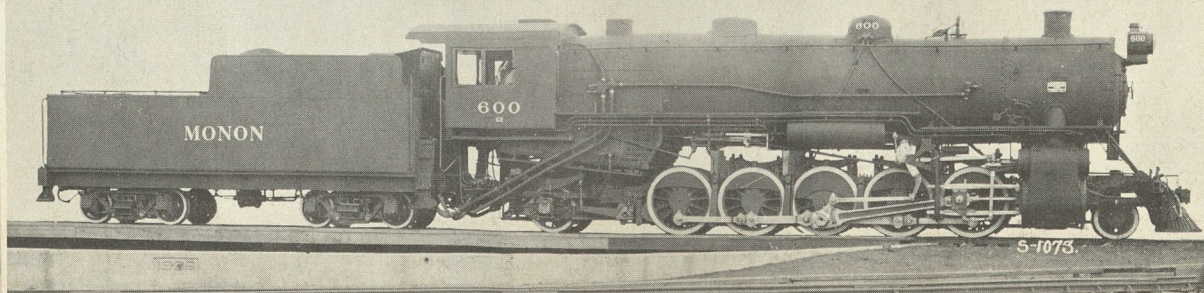


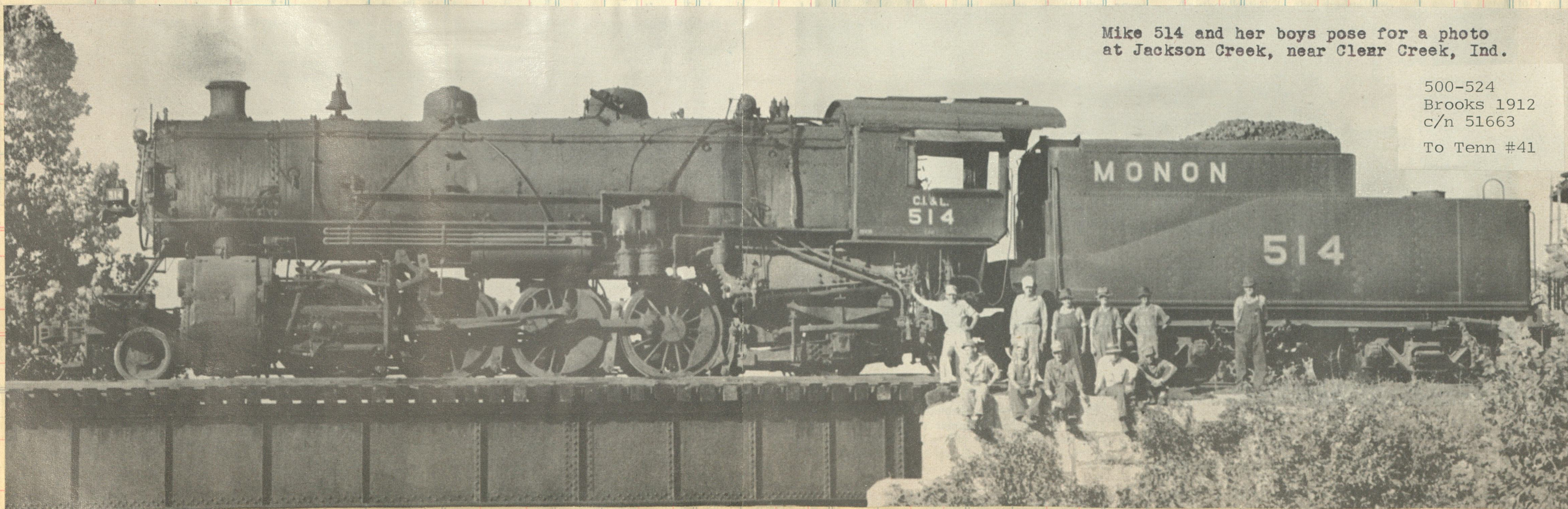
Fig. 46—Santa Fe Type (2-10-2) Locomotive for Freight Service. Built by the American Locomotive Company for the Chicago, Indianapolis & Louisville. Cylinders, 28 in. x 30 in. Steam Pressure, 190 lbs. Diameter of Drivers, 57 in. Tractive Effort, 66,700 lbs. Heating Surface—Tubes, 4,485 sq. ft.; Firebox, 276 sq. ft.; Total, 4,761 sq. ft.; Superheater Surface, 1,235 sq. ft. Grate Area, 70 sq. ft. Wheel Base—Driving, 20 ft.; Total, 38 ft. 5 in. Weight on Drivers, 275,500 lbs. Total Weight of Engine, 341,000 lbs. Fuel, Soft Coal.



French Lick local northbound under highway 37 viaduct, Harrodsburg.

The 554 was one of five [550-554] USRA Mikes delivered by Schenectady in 1918 c/n 59684

J. F. Bennett, 1112 N. College, Bloomington, Ind.



Mike 514 and her boys pose for a photo at Jackson Creek, near Clear Creek, Ind.

500-524
Brooks 1912
c/n 51663
To Tenn #41



The 513, a 2-8-2, leads the way with Trn #5 near Bloomington

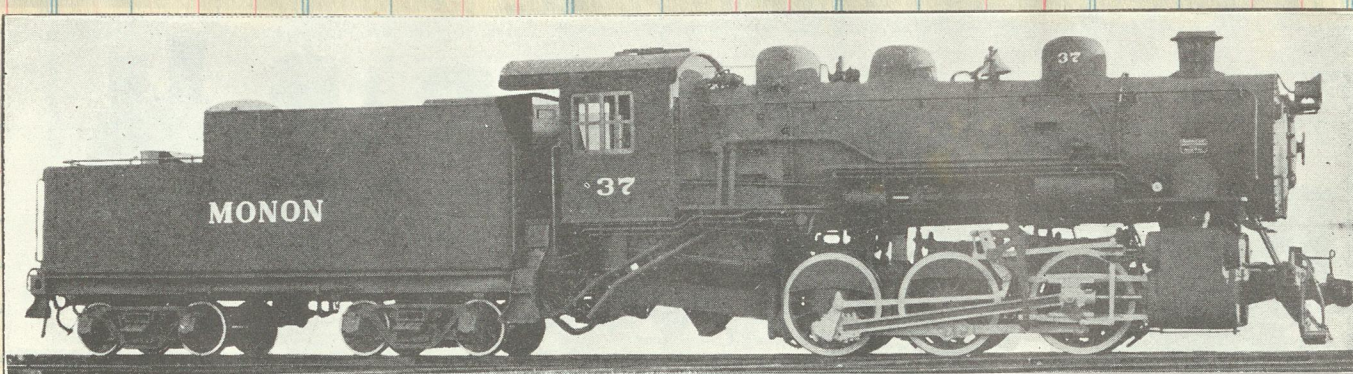
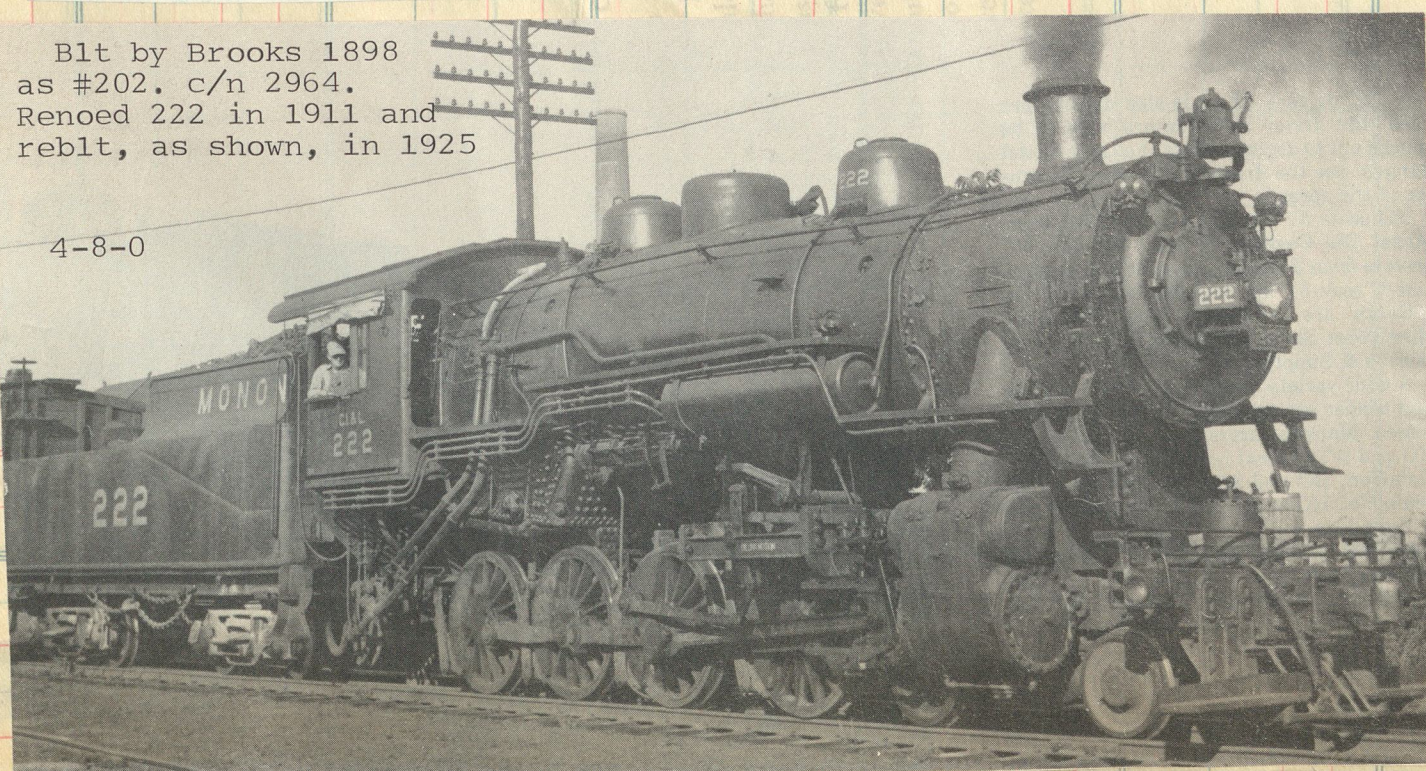


Fig. 6—Chicago, Indianapolis & Louisville 0-6-0 (Six-Wheel) Switching Locomotive. Built by the American Locomotive Company. Brooks 1923

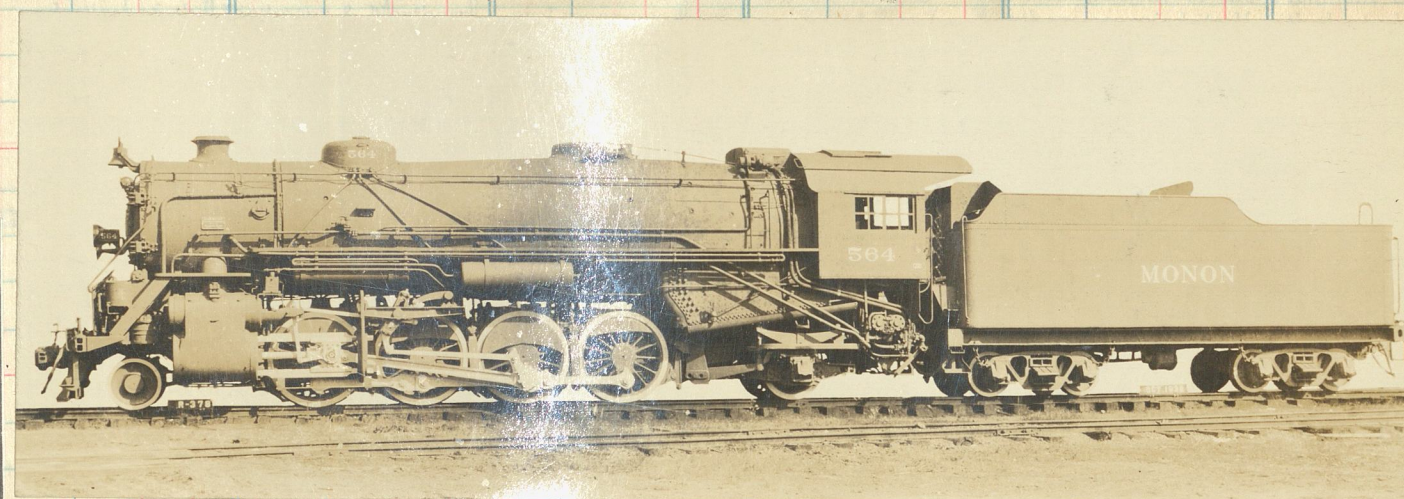
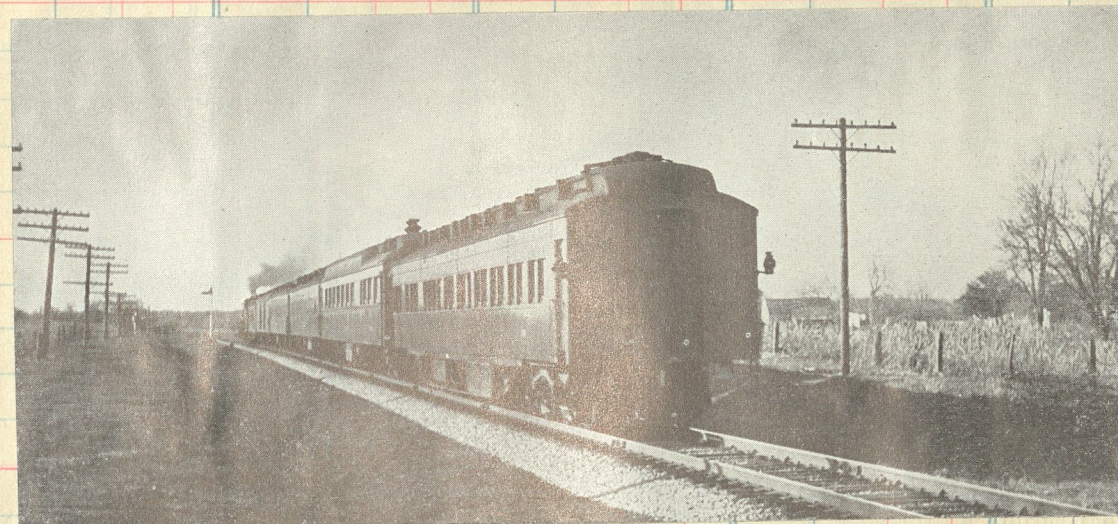
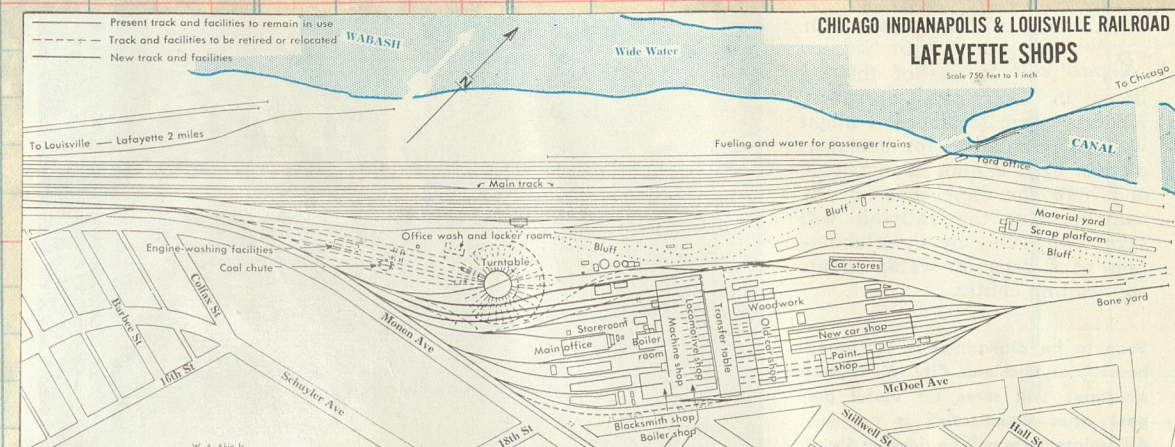
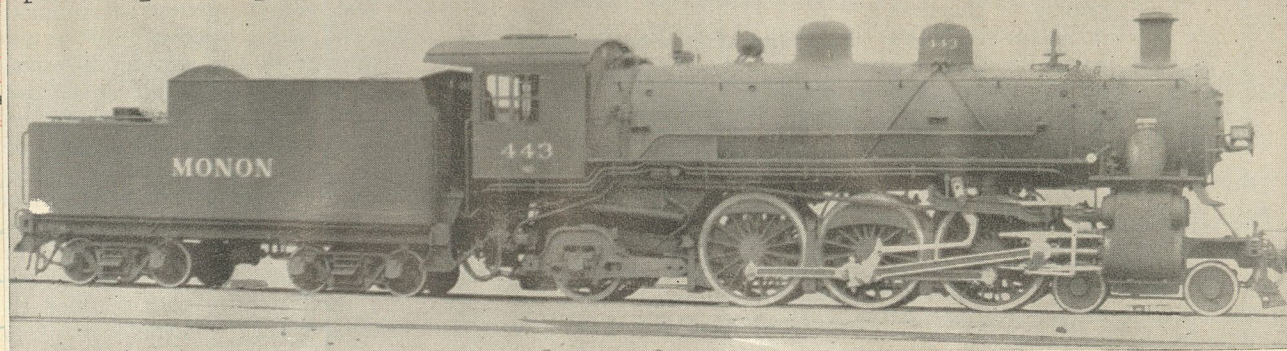
Cylinders, diameter and stroke.....	23 in. x 28 in.	Fuel	Soft coal
Tractive force	42,000 lb.	Grate area.....	42.2 sq. ft.
Cylinder horsepower (Cole)	1,809 hp.	Steam pressure	190 lb.
Drivers, diameter	57 in.	Evaporative heating surface.....	2,460 sq. ft.
Weight on drivers.....	191,000 lb.	Superheating surface	593 sq. ft.
Driving wheel base	11 ft. 6 in.	Tender capacity	8,500 gal., 15 tons

Blt by Brooks 1898
as #202. c/n 2964.
Renovd 222 in 1911 and
reblt, as shown, in 1925

4-8-0



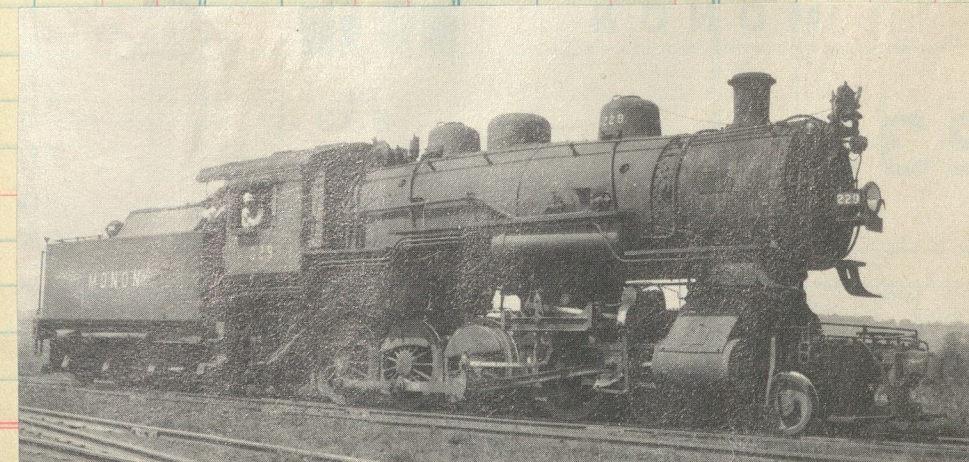
Three Pacifics delivered by Brooks in 1923 proved to be the last passenger engines for the Monon. 443-445 c/n 63827



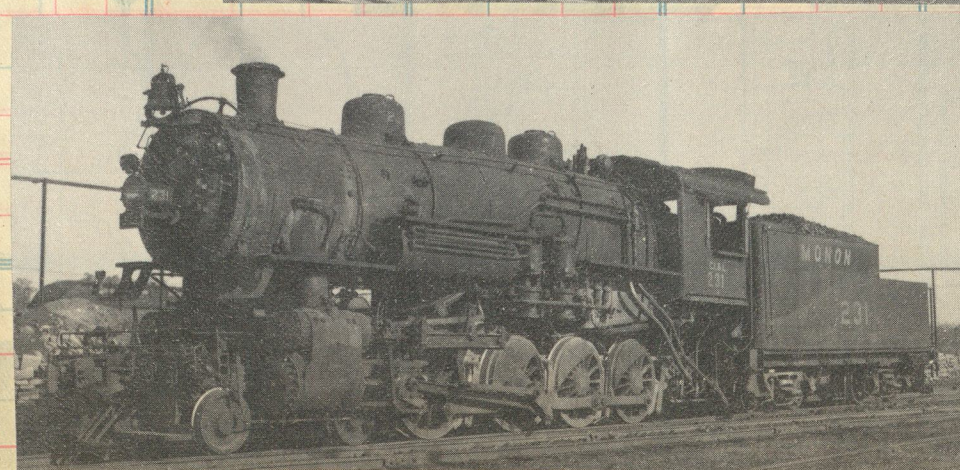
560-565

c/n 67089

Richmond 1926



#229
c/n 3495
#231
c/n 3497
Brooks 1900

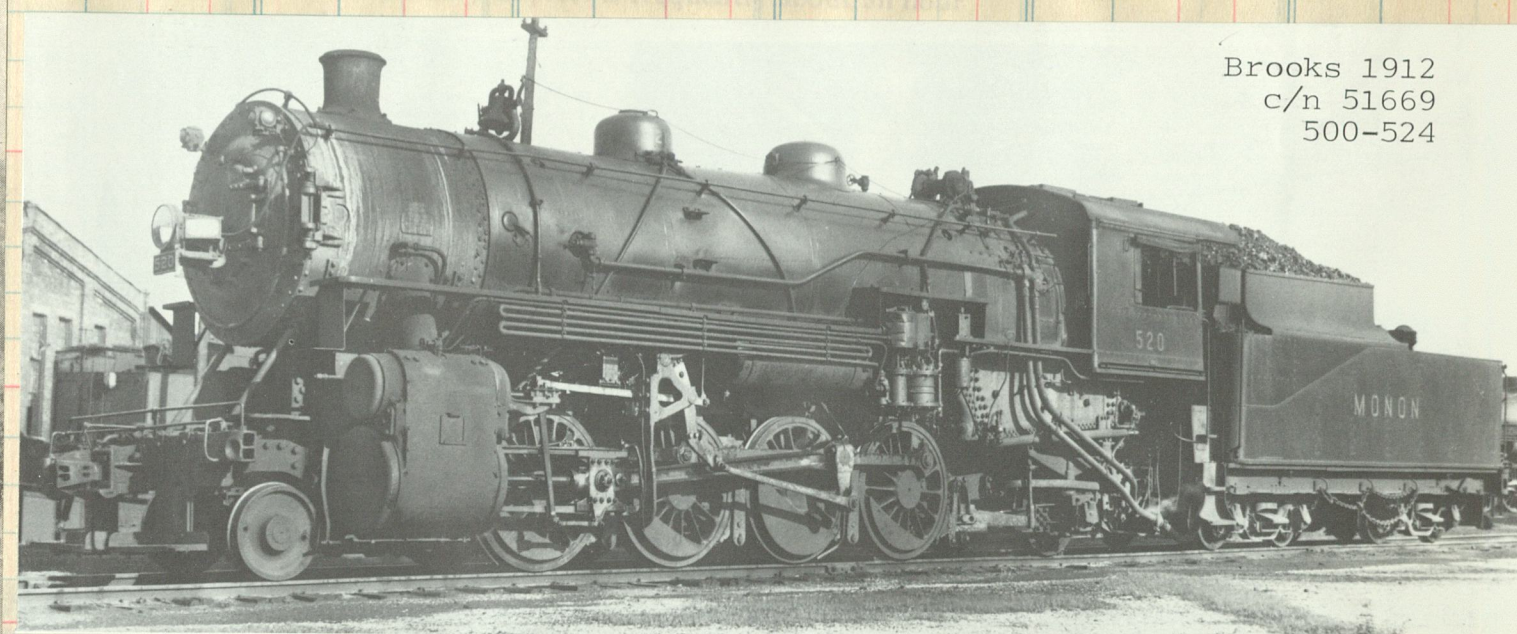




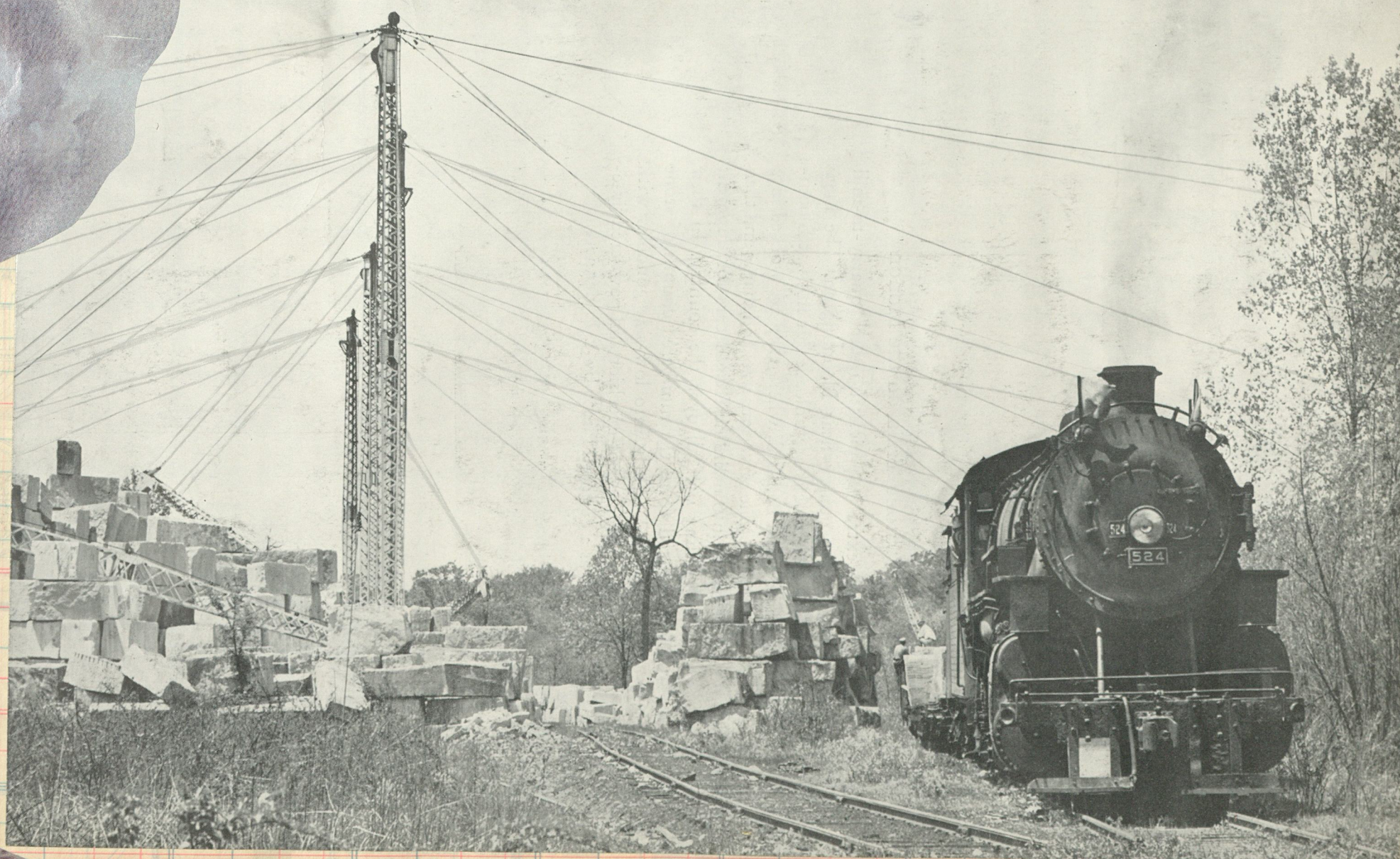
The J-4 class 2-8-2's was made up of ten engines noed 570-579 built by Schenectady 1929. This is the 578 drifting thru the curves in Clear Creek Valley with Trn #72. All were sold, the 578 went to T.A. & G. #401.



In rocky terrain north of Harrodsburg



Brooks 1912
c/n 51669
500-524



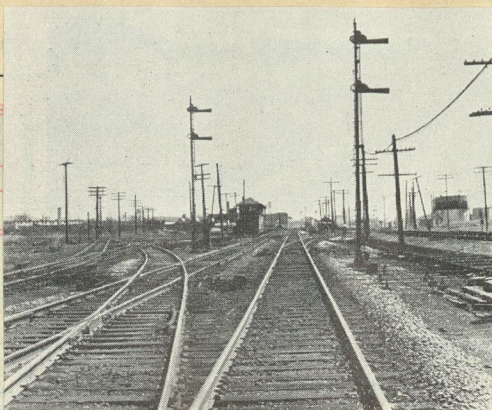
A Mike works the limestone quarry near Bloomington

Clos. No. Sold Amount



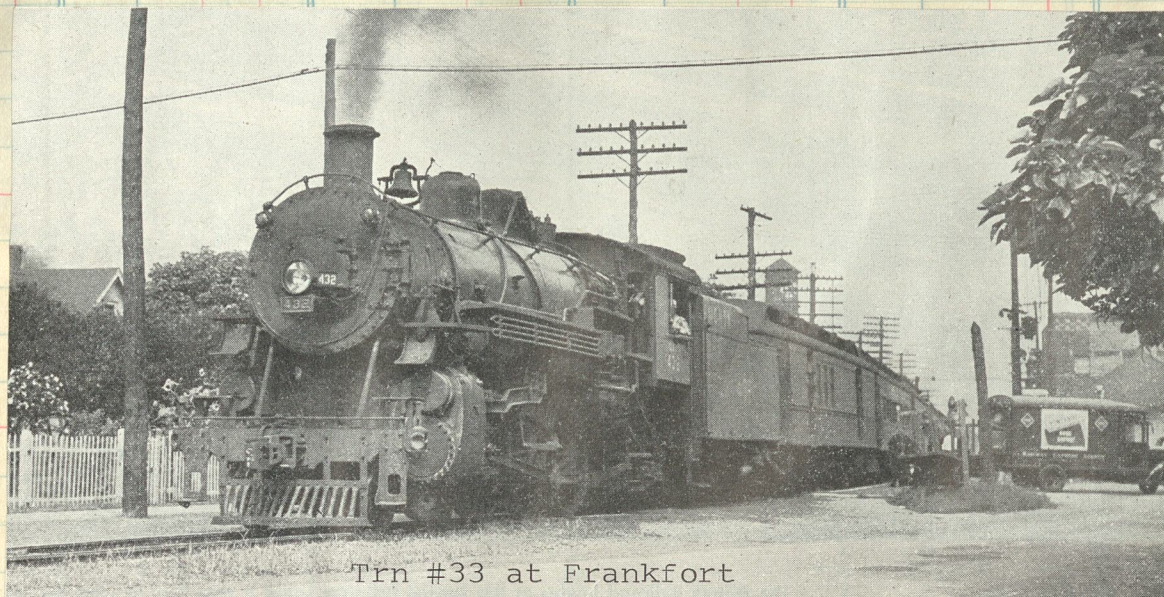
Clay City tower

W. A. Akin Jr.

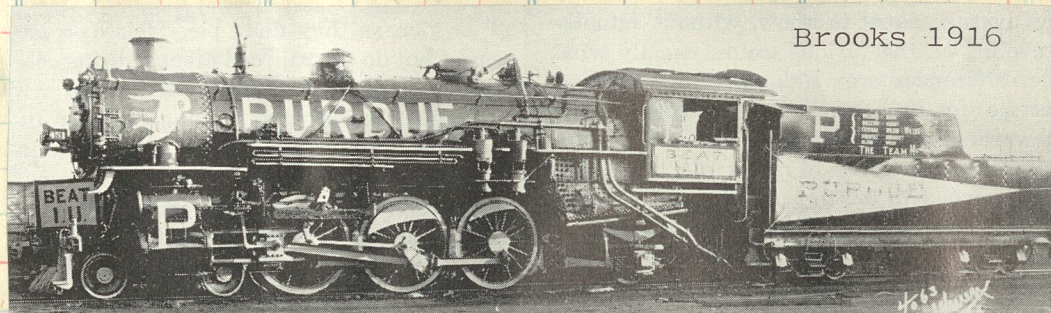


Linn H. Westcott.

Home signal and switch at State Line where Monon and Erie part. Tracks to left connect with B&OCT line.



Trn #33 at Frankfort



Brooks 1916

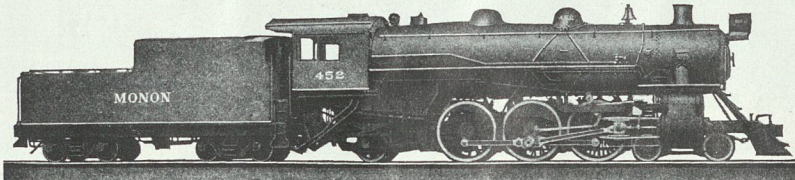
#451

Locomotive hostellers in the late 1920's went to as much trouble as the team for a football victory



NO. 5 at 81st Street Tower, Chicago, 1946.

Jim Scribbins.



Total Weight of Engine, 285,000 pounds; Weight on Drivers, 179,000 pounds; Diameter of Drivers, 73 inches; Boiler Pressure, 190 pounds; Cylinders, 26 x 28 inches; Maximum Tractive Power, 41,900 lbs. 450-452 c/n 56396 Brooks 1916

The Southern division, connecting La Fayette, Indiana, and Louisville, Kentucky, a distance of 207 miles, contains several long 1.0 per cent grades.

One of these engines takes 14 cars (10 of which are Pullmans), 971 tons, over this division at an average speed of 31.5 miles per hour. This trip includes 15 station stops.



Cedar Lake

No. 33—THE TIPPECANOE—Daily.
Monon Dining Lounge Car., Chicago to Indianapolis—Air-Conditioned.
Coaches Chicago to Indianapolis—Air-Conditioned.

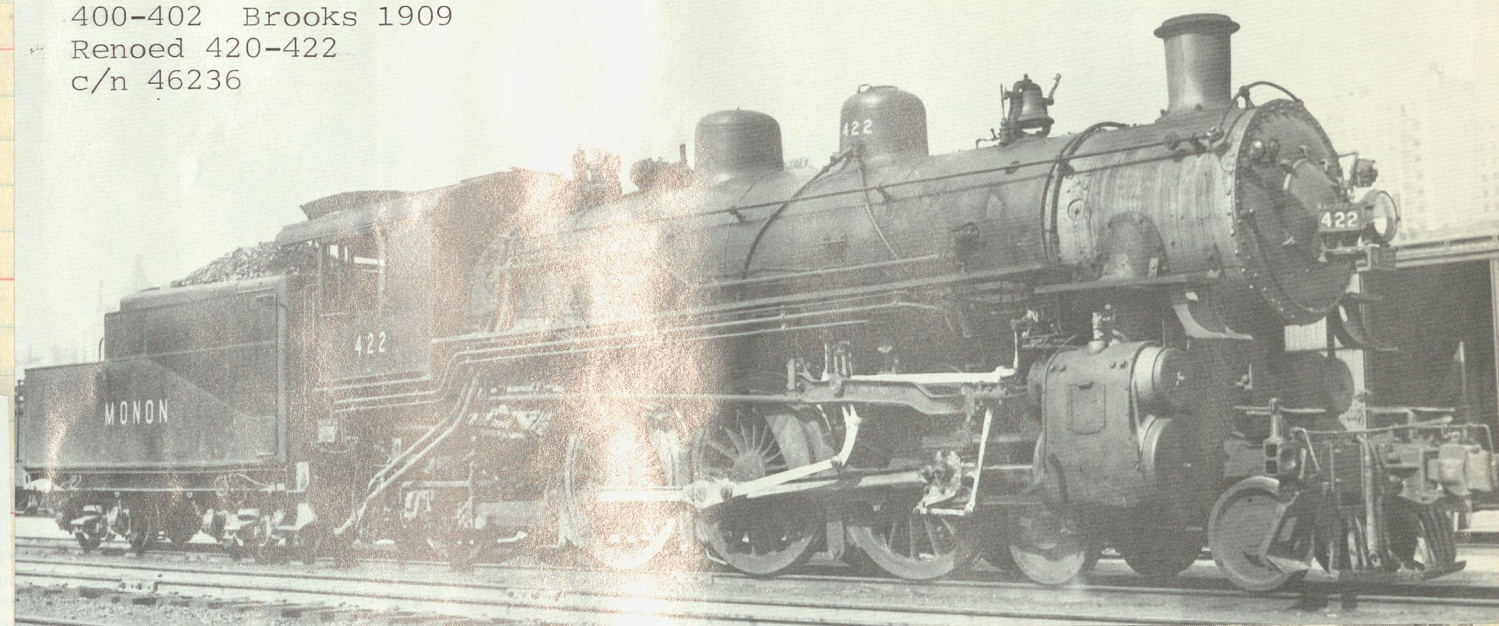


410-413
Org 354-357
c/n 39595
Brooks 1906

400-402 Brooks 1909

Renoed 420-422

c/n 46236

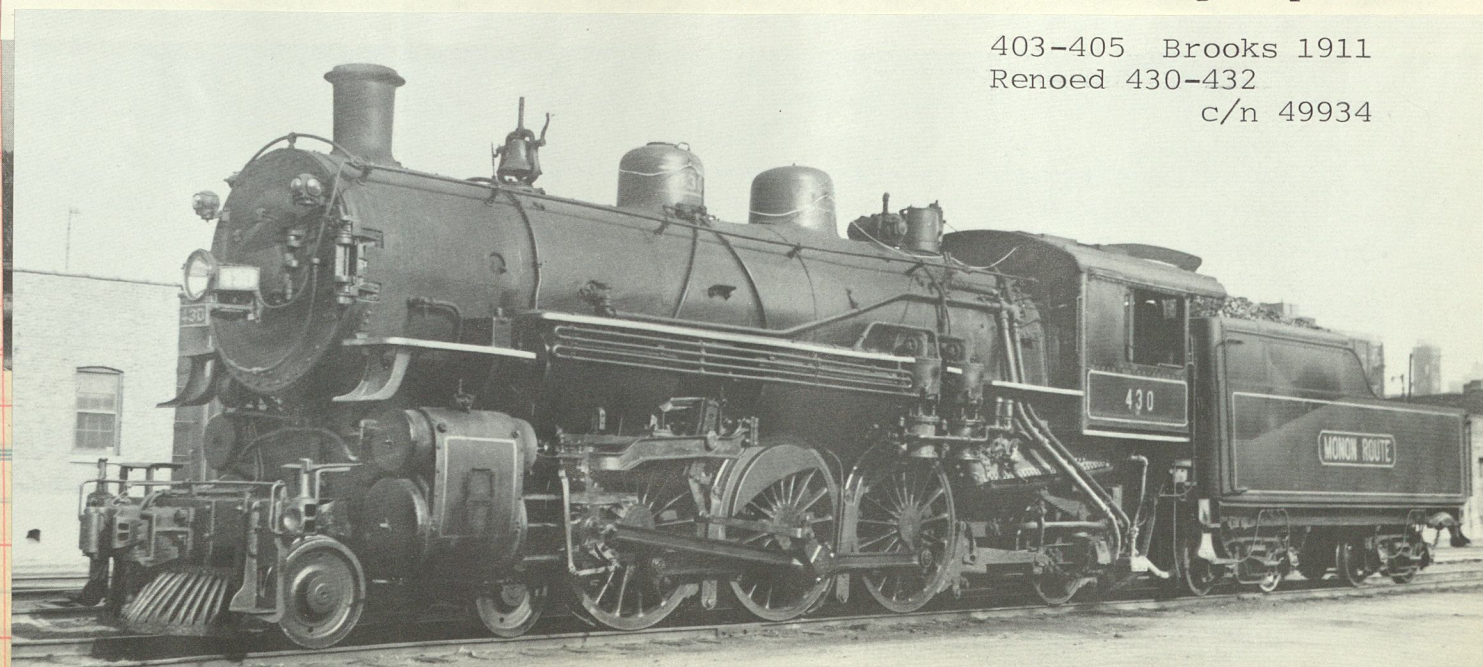


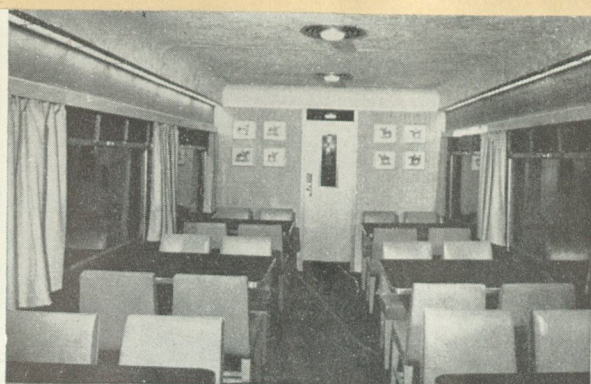
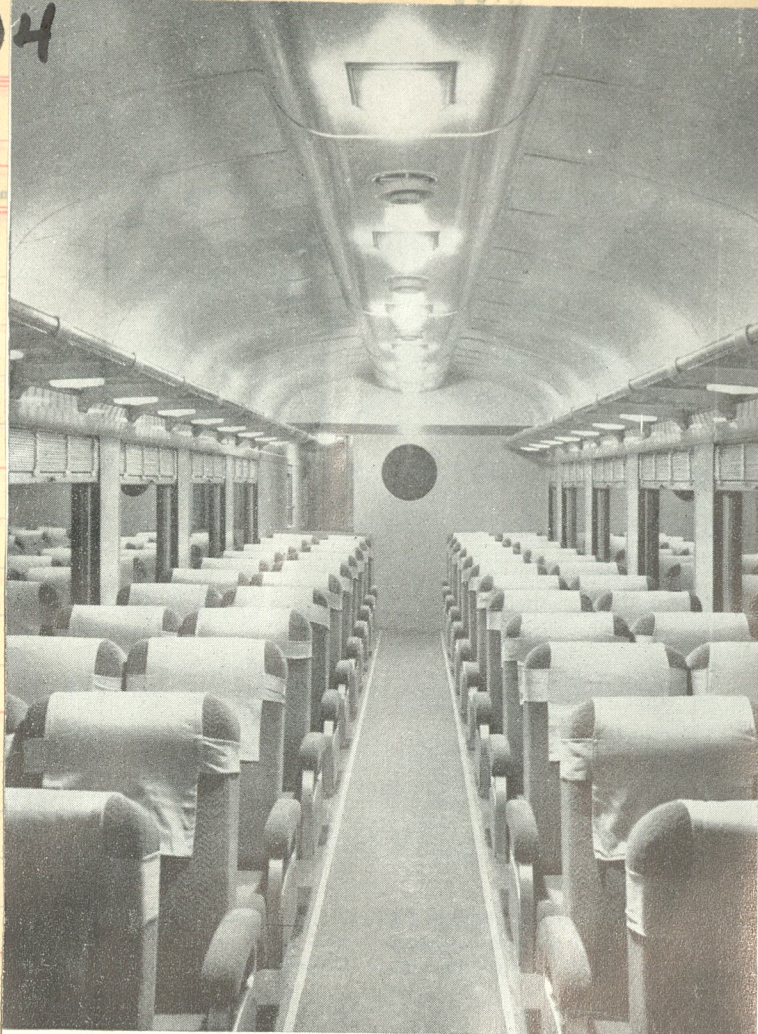
1st section of Trn #36, Eng #441, near 41st Street Chicago-May 1939

403-405 Brooks 1911

Renoed 430-432

c/n 49934



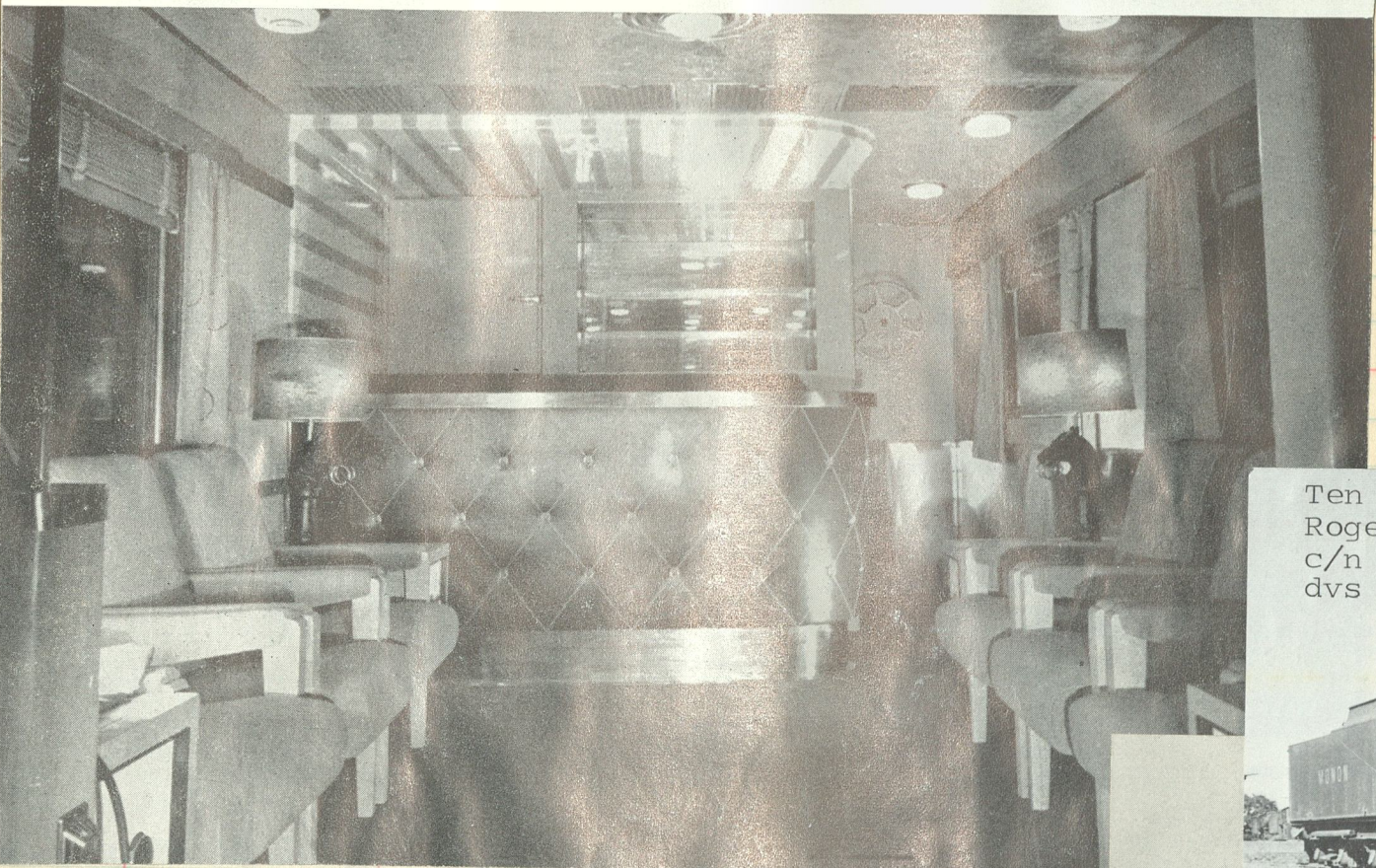


All photos from Monon.

Monon's "new look"

Passenger business is on the increase on the Monon, and here are three reasons why: comfortable, attractive reclining-seat coaches, modern dining accommodations, and the latest-style tap room. Dining room and bar are sections in the dining-bar-lounge car.

Monon was up against it when it began its program of modernization in 1946. Its passenger equipment was antiquated and well worn. New cars would not be available for some time to come, and Monon couldn't afford to wait. Nor could it afford to pay for new cars. The answer lay in the purchase of U.S. Army hospital cars — some brand-new, others slightly used — which the Monon converted to passenger use, retaining the easy-riding six-wheel trucks which came with the cars. Raymond Loewy designed the interiors. He chose a turf theme for the dining-bar-lounge car because Monon serves Louisville and runs special trains to the Kentucky Derby. Other features of this car are a simulated plaster ceiling, padded leather bar, and stainless steel trim. Notice the horsehead "hitching posts" ↓.



1895

FLORIDA FLYER

MONON ROUTE

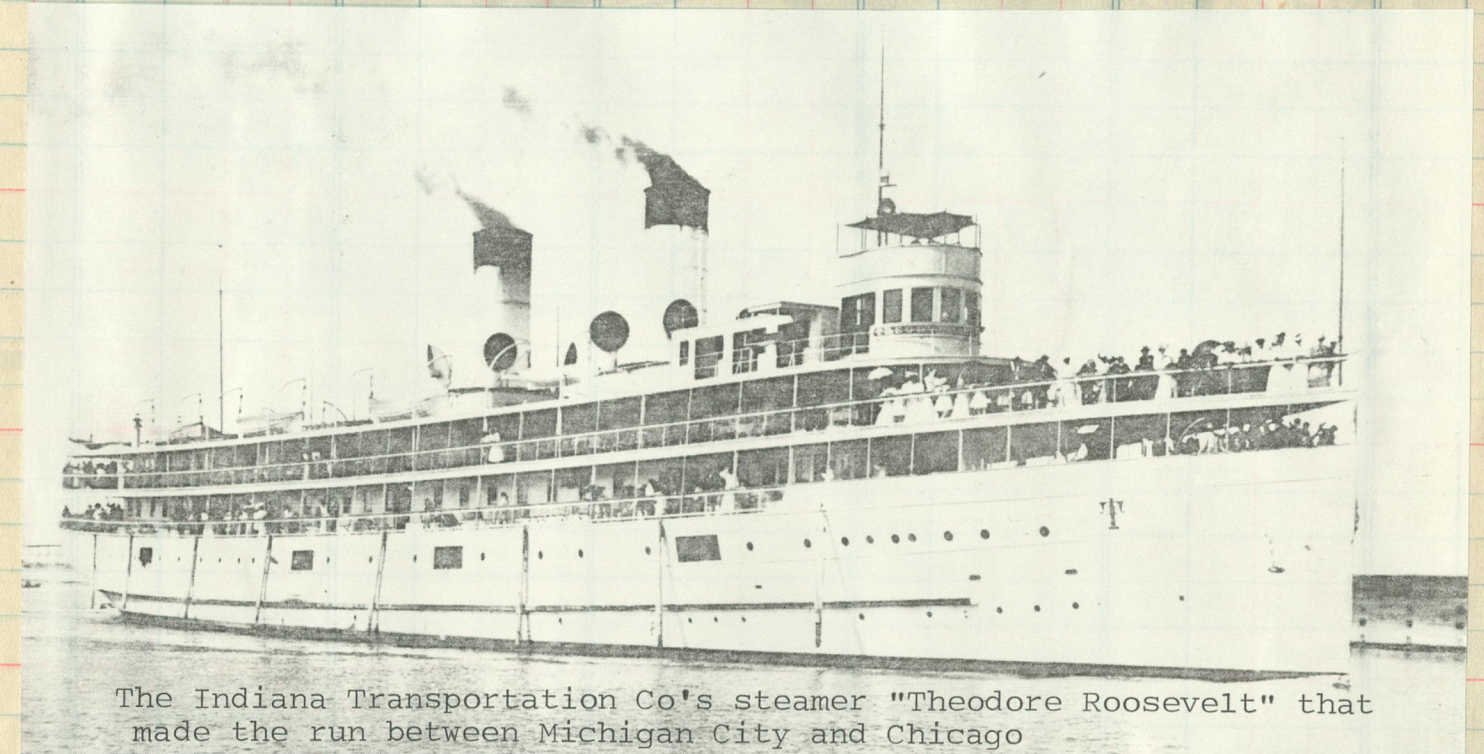
LEAVING DEARBORN STATION.

LEAVES CHICAGO DAILY, 8:32 P.M.
ARRIVES JACKSONVILLE 8:20 SECOND MORNING

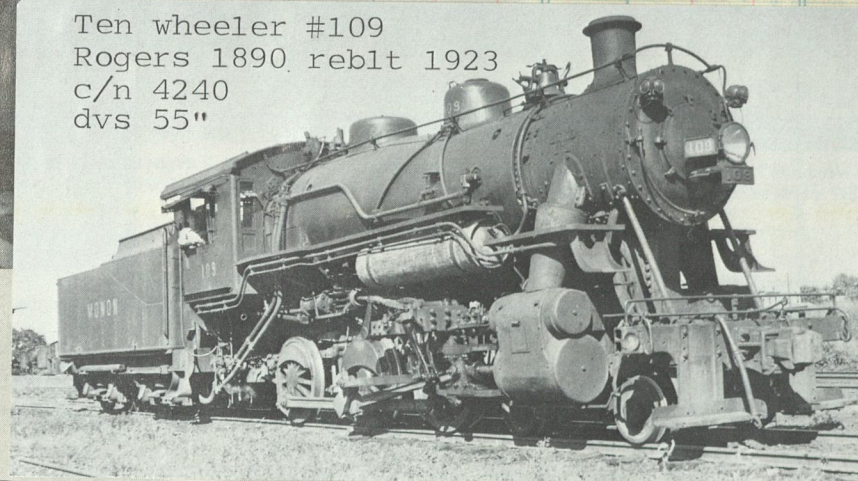
CITY TICKET OFFICE 232 SO. LARK ST.

FLORIDA IN 36 HOURS.

ROUTE: MONON, C. H. & D., Q. & C., SO. RY. and F. C. & P. to JACKSONVILLE

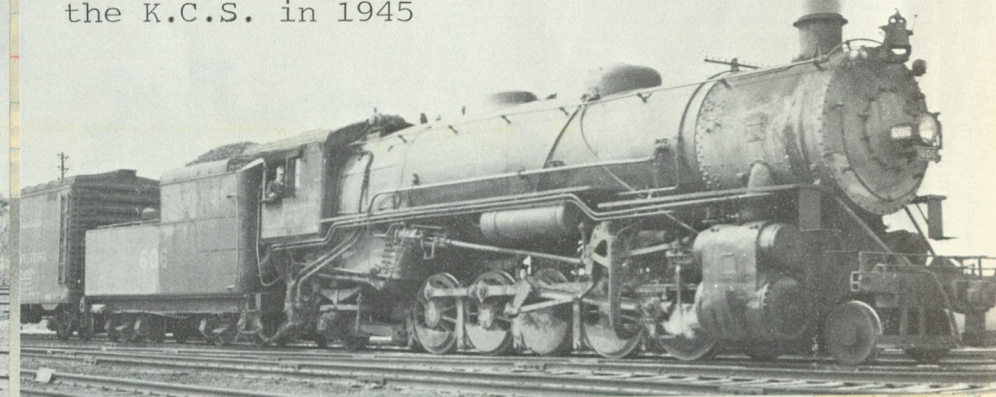


Ten wheeler #109
Rogers 1890, rebld 1923
c/n 4240
dvs 55"

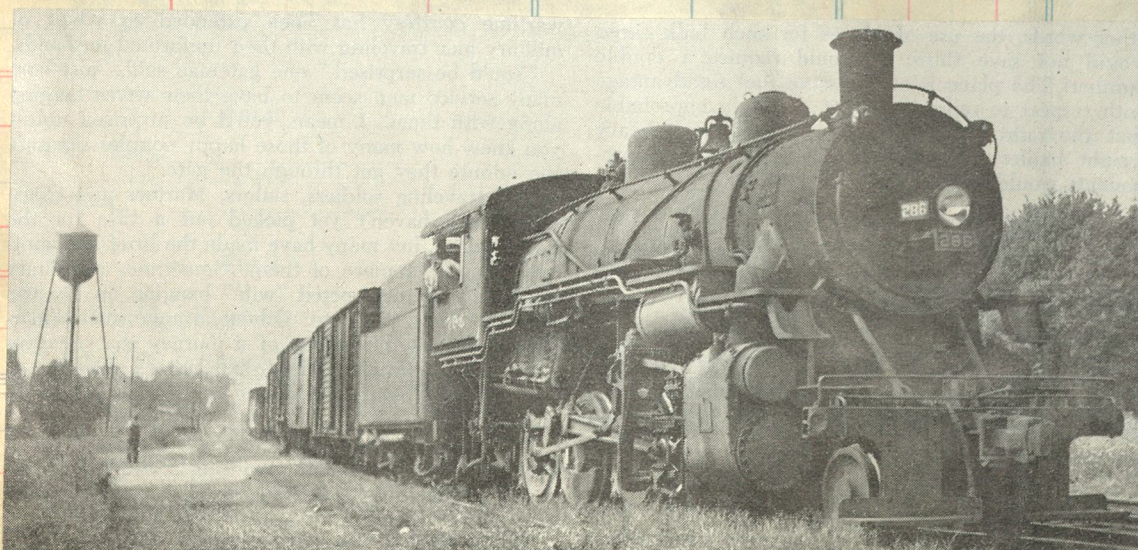
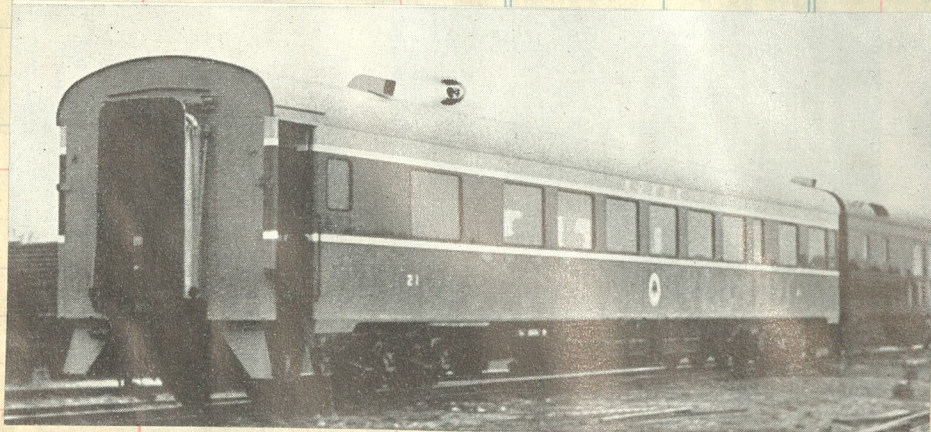


605-607
#606 [c/n 56398] working for
the K.C.S. in 1945

Brooks 1916



Roaring past the Limesdale tower, the 571 will shortly pound across the Vandalia [PRR] diamond with her south bound tonnage.

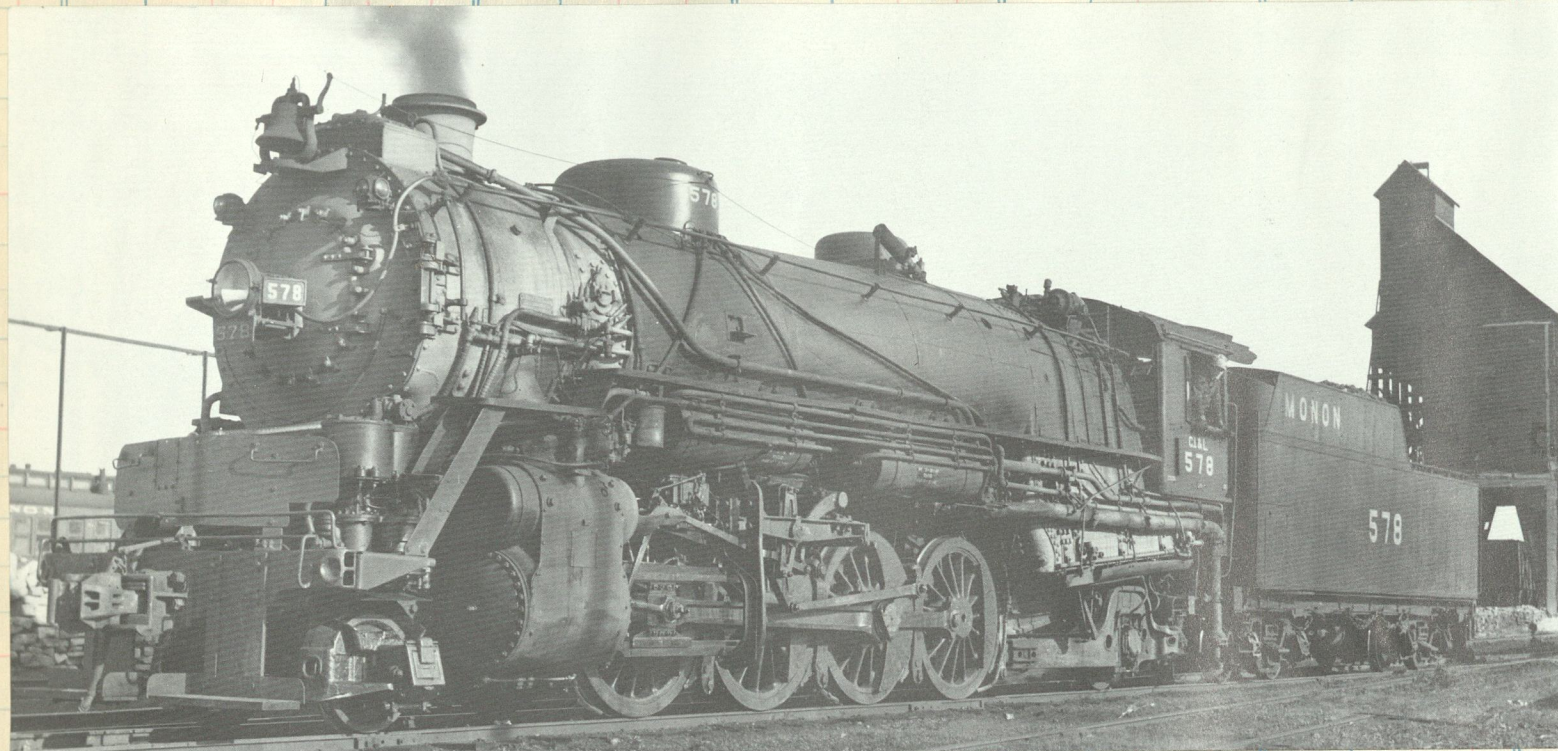


No. 286, a 2-8-0 class H-6 locomotive built for the Monon by Brooks, stops with freight in Sheridan, Ind.

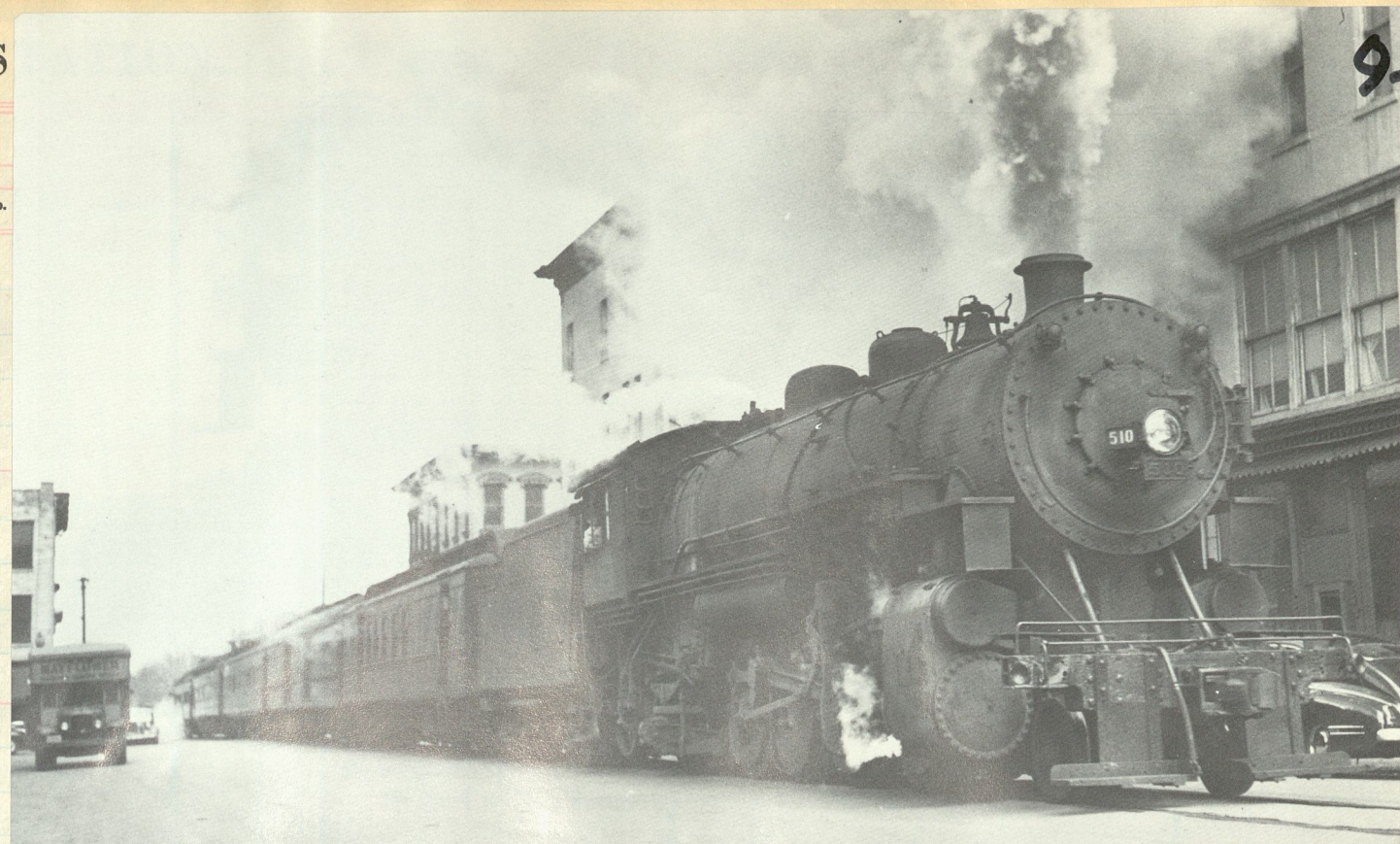




The 607 with a northbound transfer approaching the C&WI 83rd Street yard, Chicago, in August of 1938.



The final order placed by the Monon was for ten 2-8-2's from Schenectady in 1929 noed 571-580. All were sold in the late '40's, eight went to the Pittsburgh & Shawmut and two to the Tenn. Ala. & Ga. The 578, c/n 68409, became T.A. & G. #401



Mikados are none too common in passenger service but Monon J1 510 was captured taking The Day Express southward through the streets of Bloomington one day in 1947.



Consolidation #270, org #256 b1t in 1906 by Brooks c/n 39597, scurries along with a northbound transfer run near Hegewisch.



Trn #5, enroute to Louisville, swings past 22nd Street Chicago

KENTUCKY & INDIANA TERMINAL RAILROAD COMPANY

LOUISVILLE BELT LINE

W. S. CAMPBELL, President and General Manager, Louisville, Ky.
 Vice-President, Chicago, Ill.
 EDWARD P. HUMPHREY, General Counsel, Louisville, Ky.
 JOHN R. DOWNING, Treasurer, care Citizens Union National Bank,
 FRANK J. FLISPART, Secretary and Auditor,
 H. F. SUTHERLAND, Superintendent,
 J. A. HOWISON, General Freight Agent, Louisville, Ky.
 W. H. NICHOLS, Trainmaster,
 R. P. O'NEIL, Master Mechanic,
 G. F. BURRELL, Engineer Maintenance of Way,
 G. C. BAILEY, Roadmaster,
 B. Y. HEAZLETT, Purchasing Agent,
 J. L. SIGMON, Industrial Agent,
 R. V. CALDWELL, Car Accountant,



This Company is the Louisville Terminal of the Baltimore & Ohio Railroad Company, the Chicago, Indianapolis & Louisville Railway (Monon) and the Southern Railway System. It has direct connections with, and switching service from and to, all lines entering Louisville.

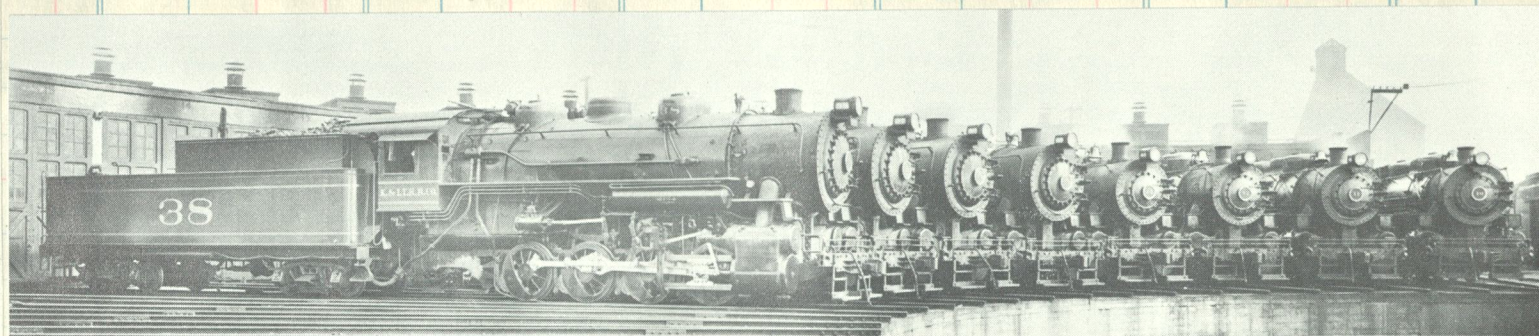
Desirable industrial sites are available on both the double-track industrial belt line and the extension to the Ohio River, where "Bondsport," a river-rail terminal, has been established. These sites are especially attractive due to natural drainage, city water, gas and electric power.

MILES OPERATED, 125. LOCOMOTIVES OWNED, 26.

January, 1939

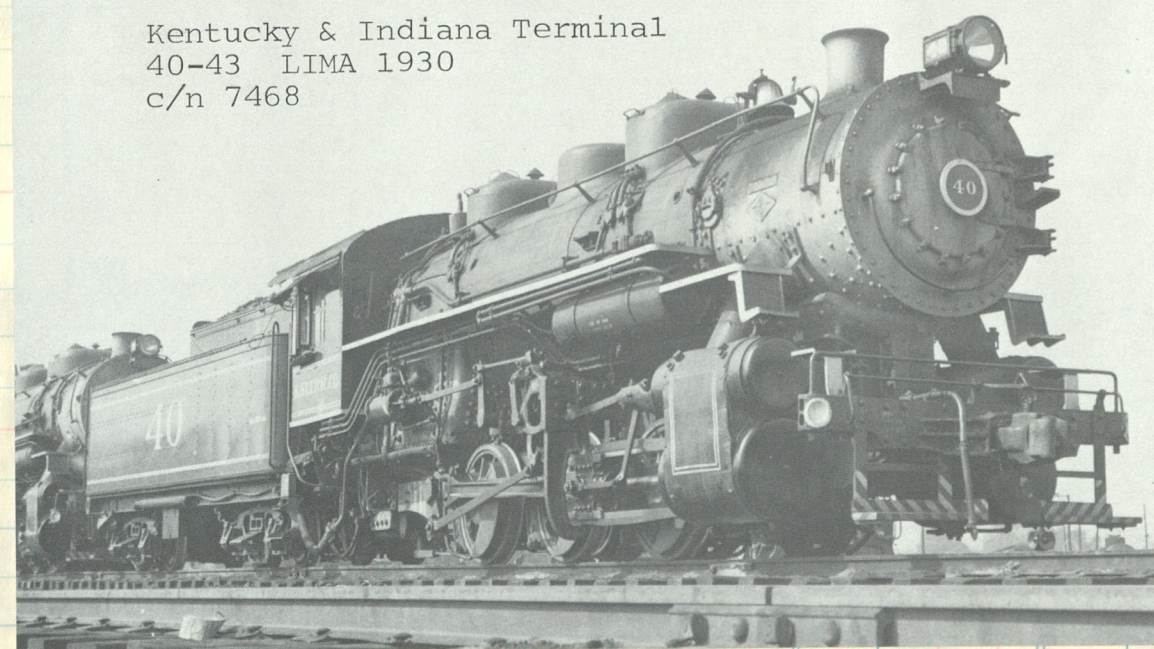


Three 'classic' 0-8-0's, nosed 17-19, built by Baldwin in 1920



Present and ready for duty at the Youngtown engine house

Kentucky & Indiana Terminal
 40-43 LIMA 1930
 c/n 7468



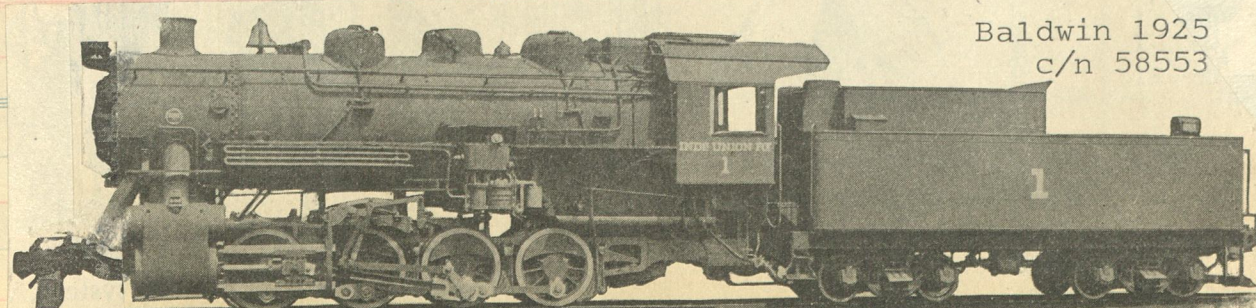
I.U.R. 28-32 c/n 6352 LIMA 1922

The Indianapolis Union Ry. Co.

Reporting Marks—"IU"

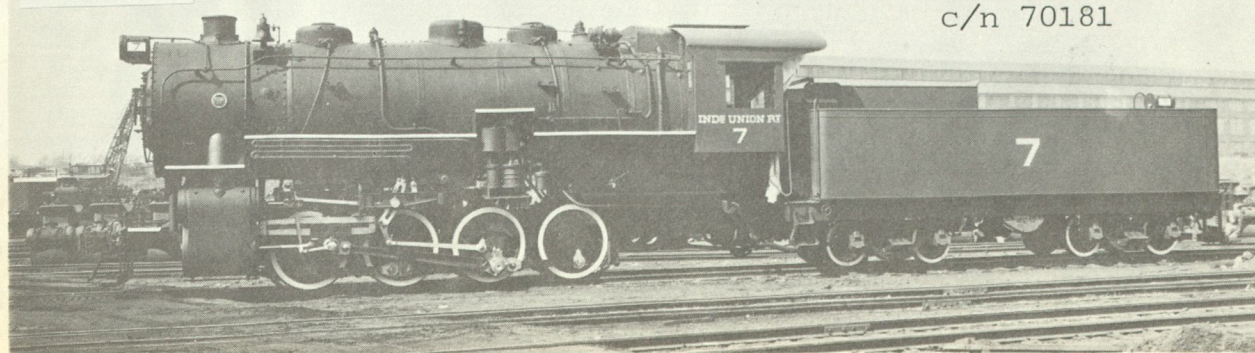
This is a Co-Operative Terminal Road providing terminal facilities and doing a switching business for the roads entering Indianapolis.

Baldwin 1925
 c/n 58553



6-7 & 9

Baldwin 1944
 c/n 70181

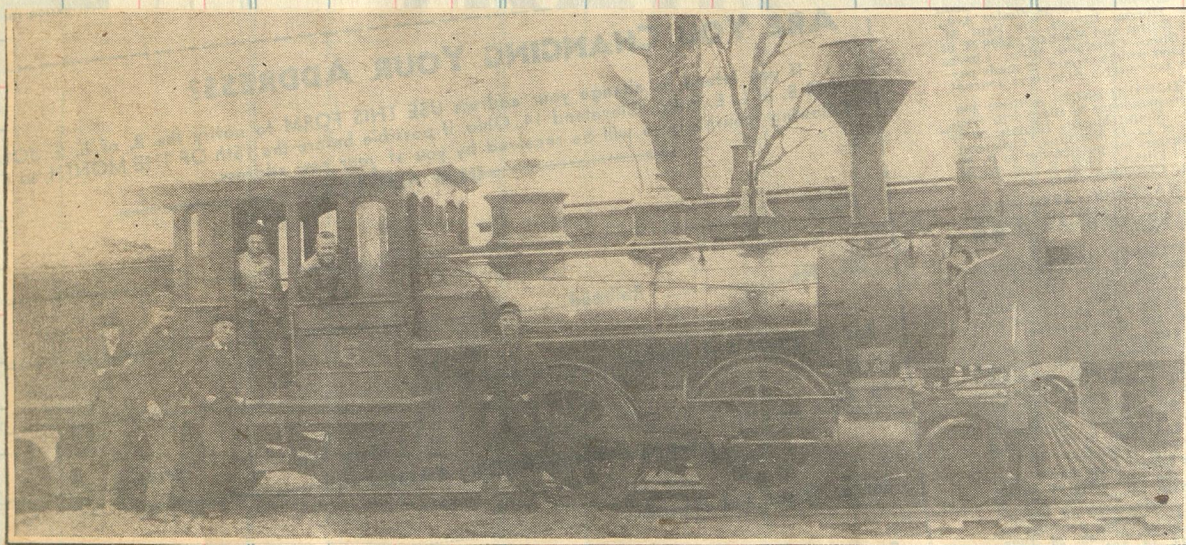


WHEELING AND LAKE ERIE

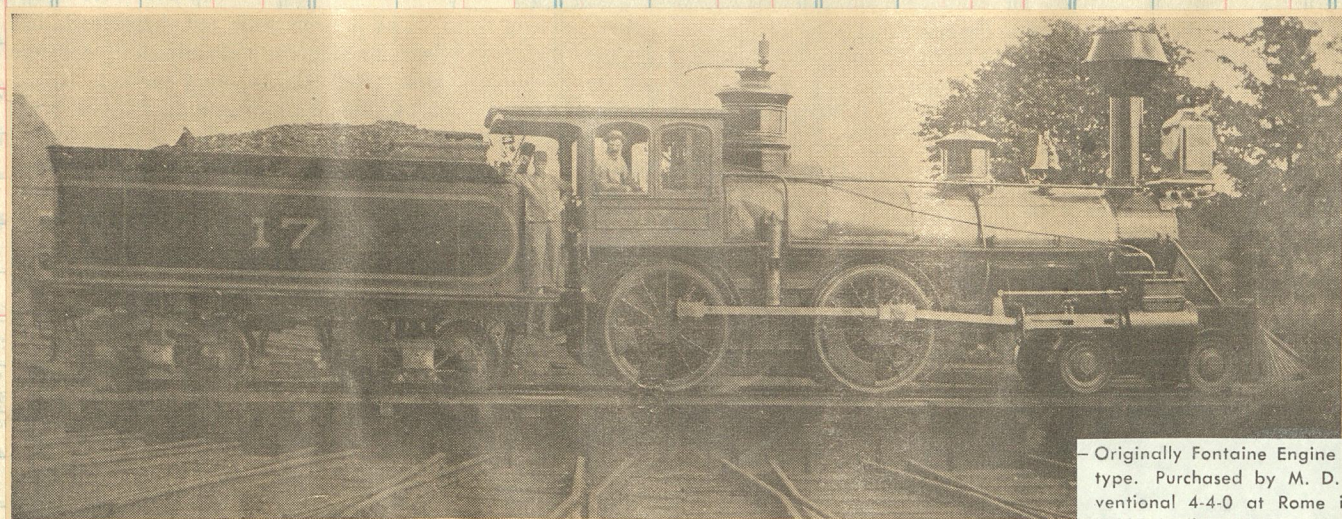


Brooks 1918
c/n 57924

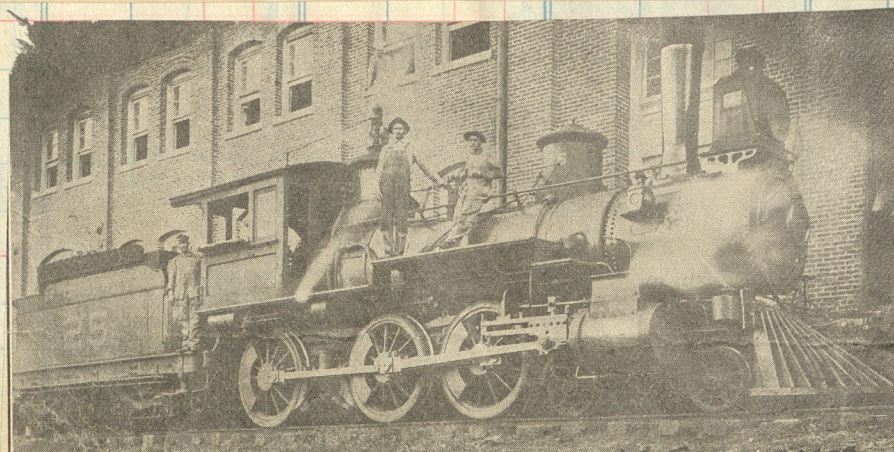
A USRA Mike, #6005, approaches
Brewster with seventy cars.



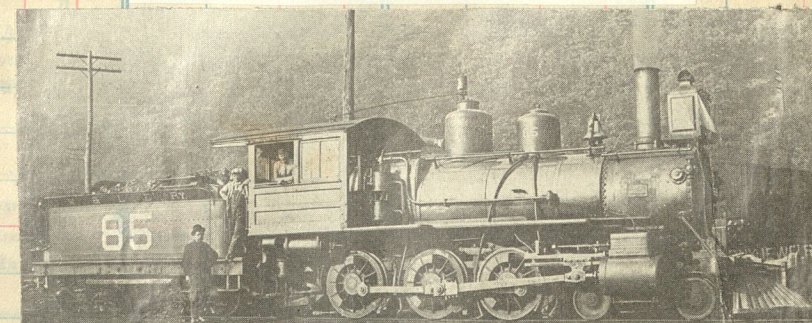
Over a dozen similar Masons worked the W&LE
6 was blt in 1877, c/n 582, as New York &
Manhattan Beach "MANHATTAN". Sold to W&LE 1881.



Originally Fontaine Engine Company 2, 4-2-2 friction-drive
type. Purchased by M. D. Woodford and rebuilt to con-
ventional 4-4-0 at Rome in March 1885. Initial run on
W&LE April 6, 1885. Renumbered 2nd 35, April 1896. Re-
tired 1899.

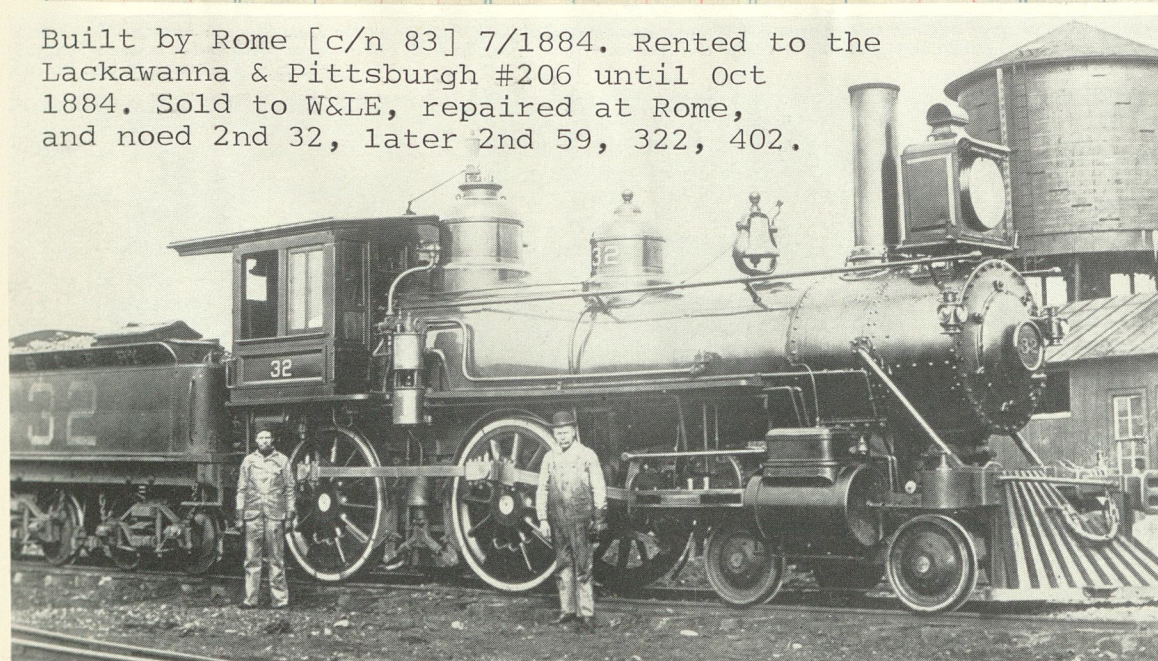


Ten wheelers 23-26 blt
by Rome 1883. #25 des-
troyed in collision on
Jan. 1, 1893



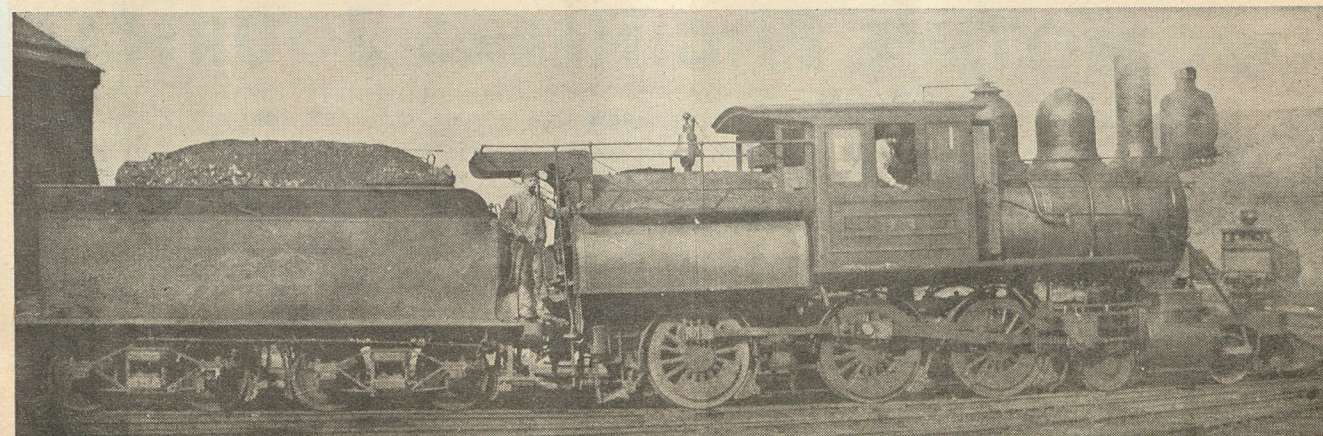
Org #70 Blt at Pittsburgh 1893 c/n 1426
Later renoed #125, #588

ENGINE 85. W. & L. E. RY., AT STEUBENVILLE, O. OKM



Built by Rome [c/n 83] 7/1884. Rented to the
Lackawanna & Pittsburgh #206 until Oct
1884. Sold to W&LE, repaired at Rome,
and noed 2nd 32, later 2nd 59, 322, 402.

#33 see next
page for details



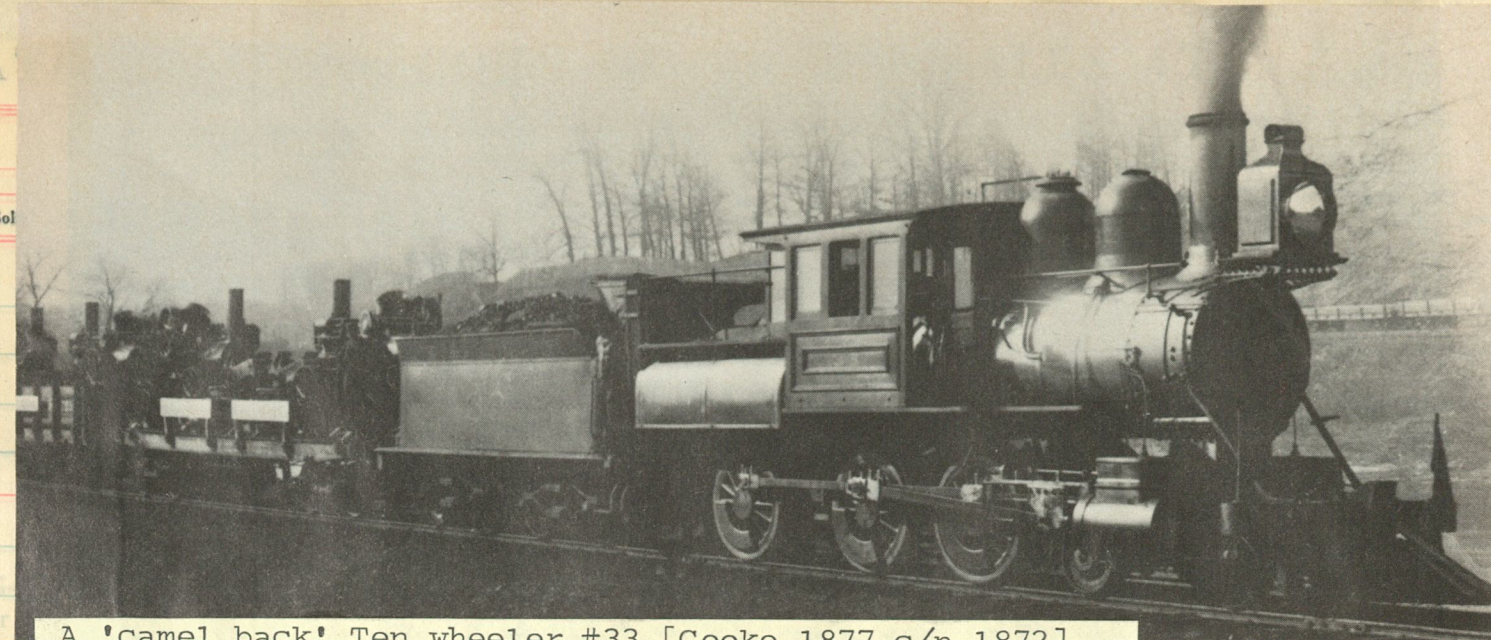
NOTE PILE OF SLACK ON TENDER
This old-time engine, No. 33 of the Wheeling & Lake Erie, was photographed at Norwalk, Ohio, in the 1880's. It was a slack coal burner



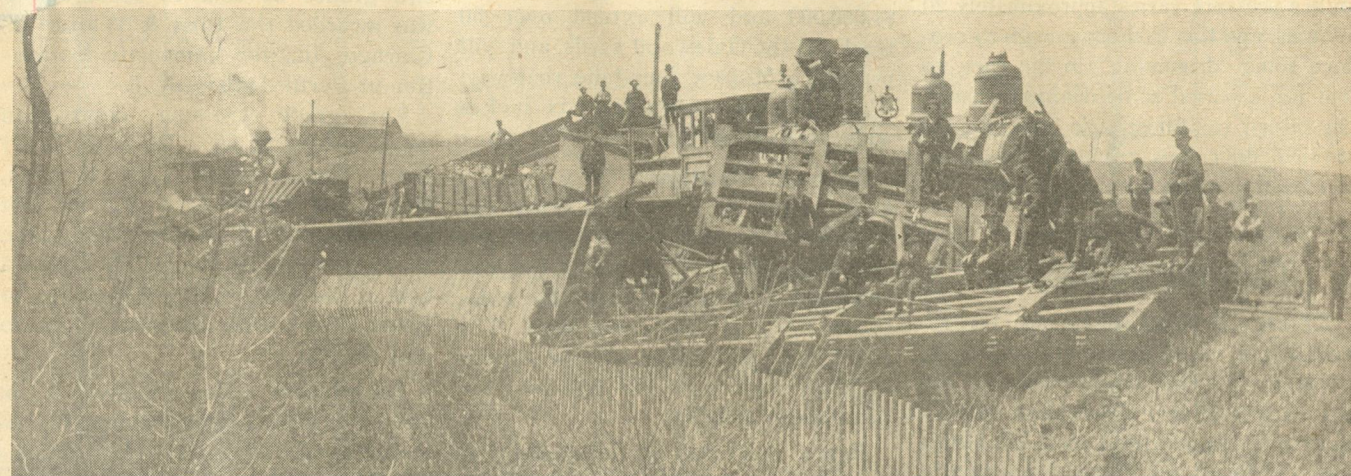
Engines #11 and #26 at work excavating the 700' Long Run Tunnel near Dillonvale in 1889



THIRTY FIVE flats' worth of Russell traction engines and threshers in charge of Wheeling & Lake Erie 4-6-0 No. 35.

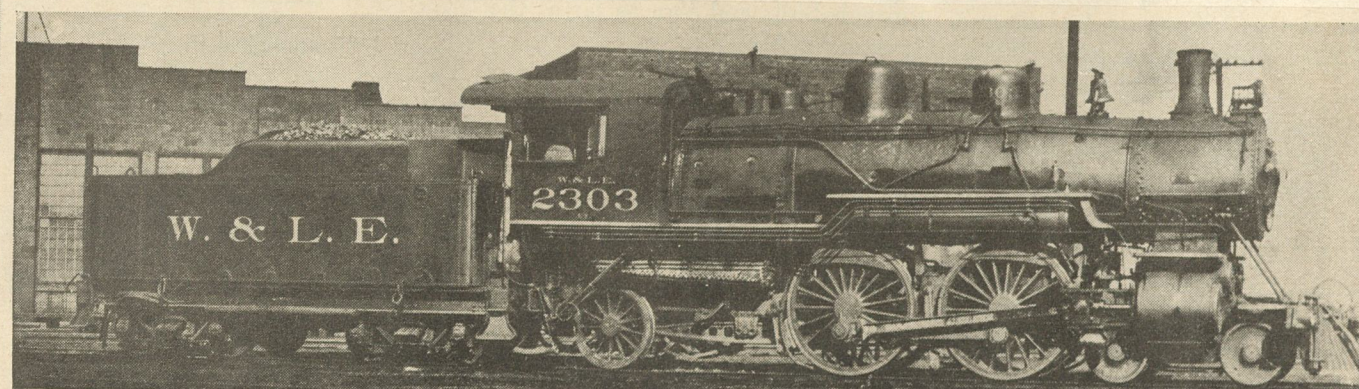


A 'camel back' Ten wheeler #33 [Cooke 1877 c/n 1872] ready to depart Massillion, Ohio with a solid train of Russell steam tractors. #33 was renoed 2nd #70, 3rd #17, #110, #579. Rebuilt as a standard engine in 1891 and was retired in 1908.



NOT MUCH KNOWN ABOUT THIS WRECK

Brother R. H. Bailey of Division 360, who lent the photograph, says that the wreck occurred on the Wheeling & Lake Erie between Columbia and Navarre, Ohio, April 6, 1888. The name of one engineer was McDonald. Old-timers on the Wheeling & Lake Erie may be able to furnish further information.

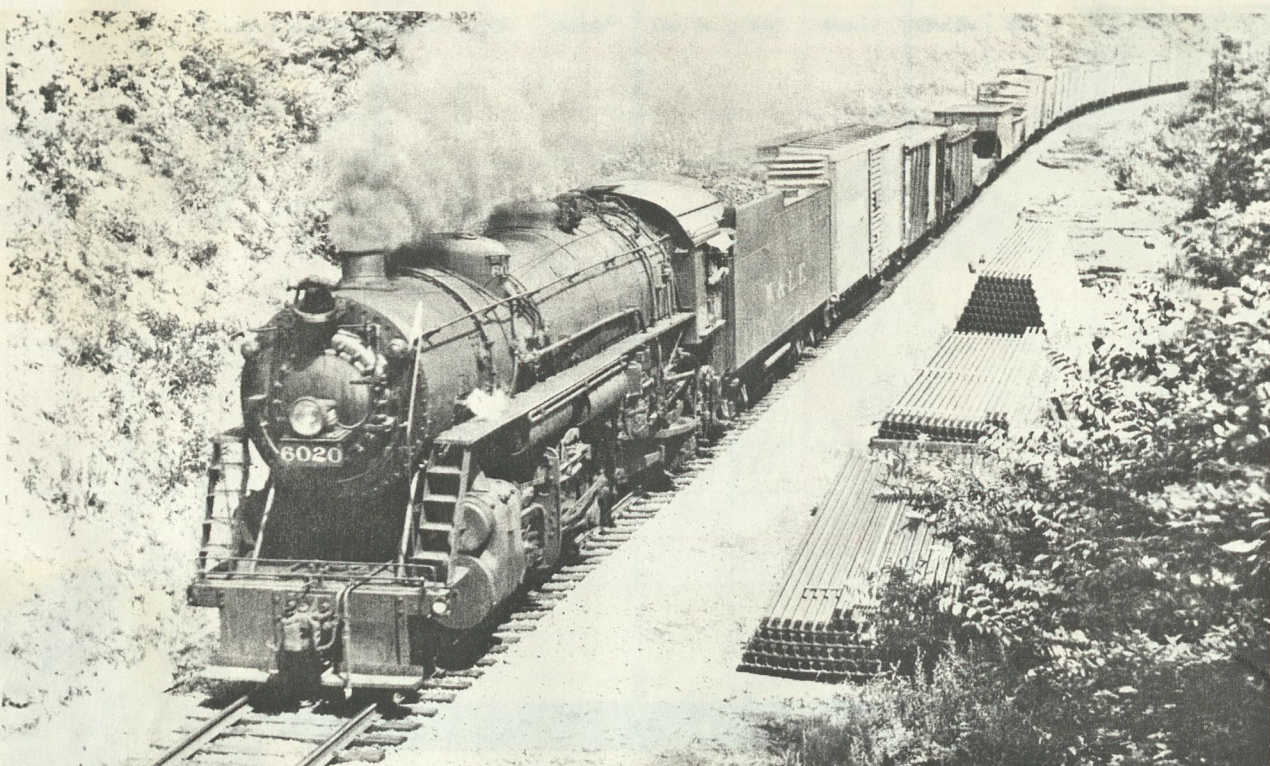


Railroad Photographs

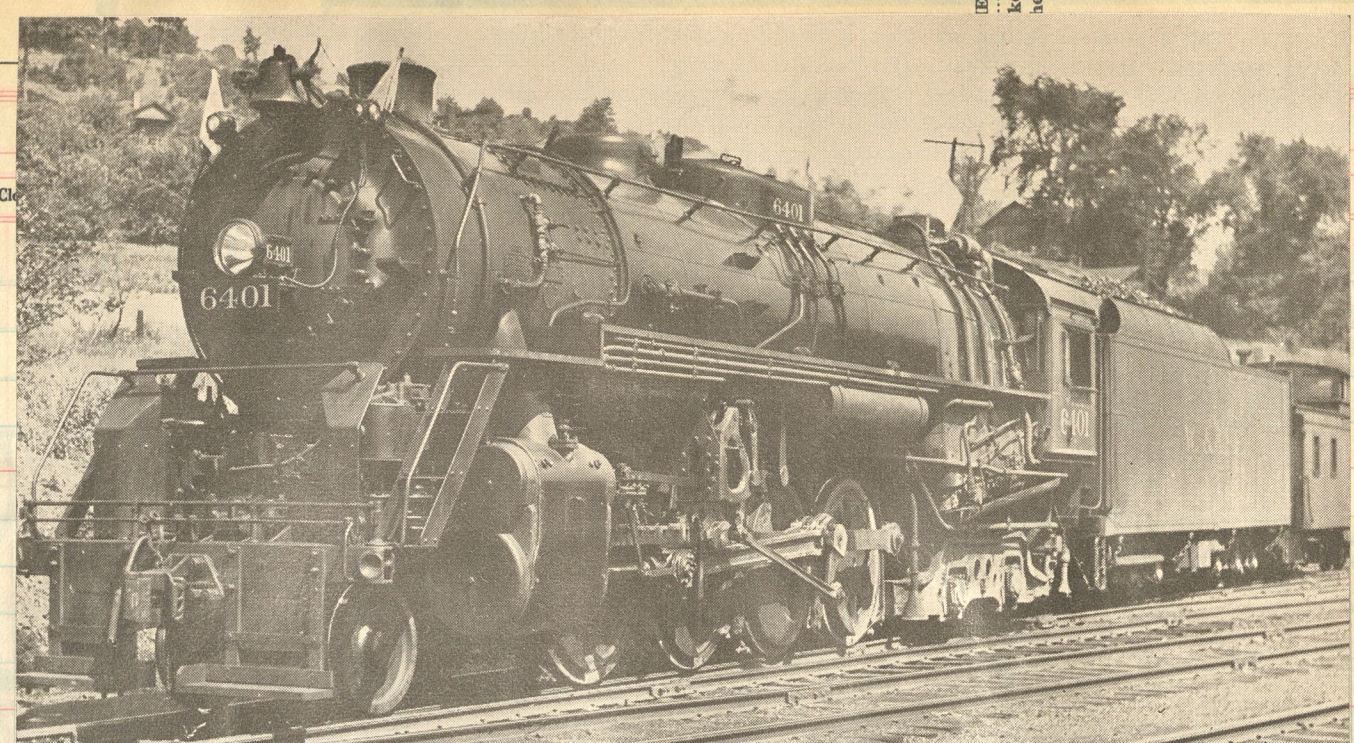
In 1905 Brooks delivered six Atlantic type to the Wabash Pittsburgh Terminal noed 2001-2006. All were transferred to the W. & L. E. the same year and were re-numbered as W&LE 2301-2306 in 1918-19. All were retired in 1938.



The 2301 gets a drink at Harmon, Ohio February 1937.



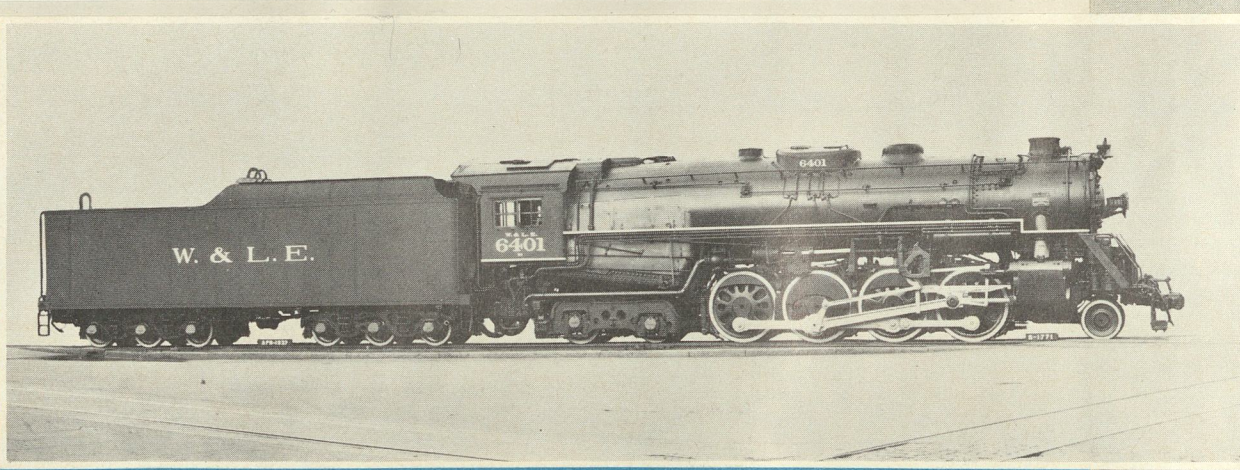
Westbound Pittsburgh-Toledo time freight hurries toward P&WV's Ohio River crossing behind W&LE 2-8-2 6020. Wheeling's development as bridge line was spurred by growth of auto industry and extension of P&WV to Connellsville. — John J. Young Jr.



MODERN LOCOMOTIVE, BUILT IN 1937
This Wheeling & Lake Erie engine 6401, built by the American Locomotive Company at its Schenectady works, was photographed at Adena, Ohio, May 30, 1937.

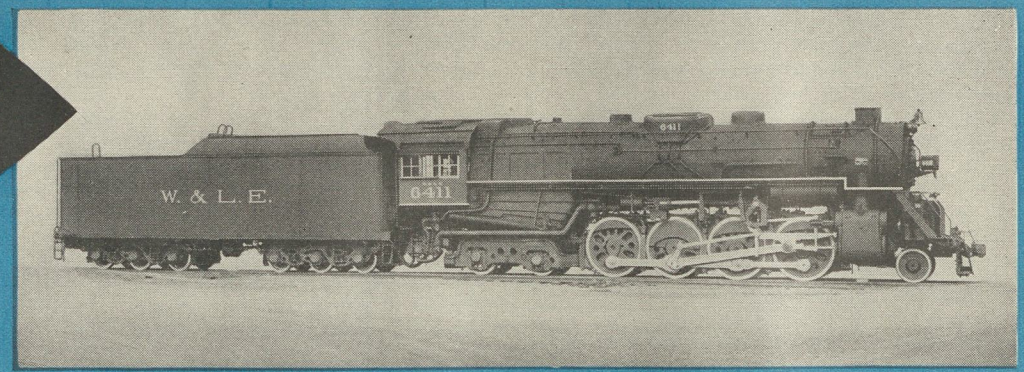
10 BUILT IN 1937

6401-6410
Schenectady 1937
c/n 68829



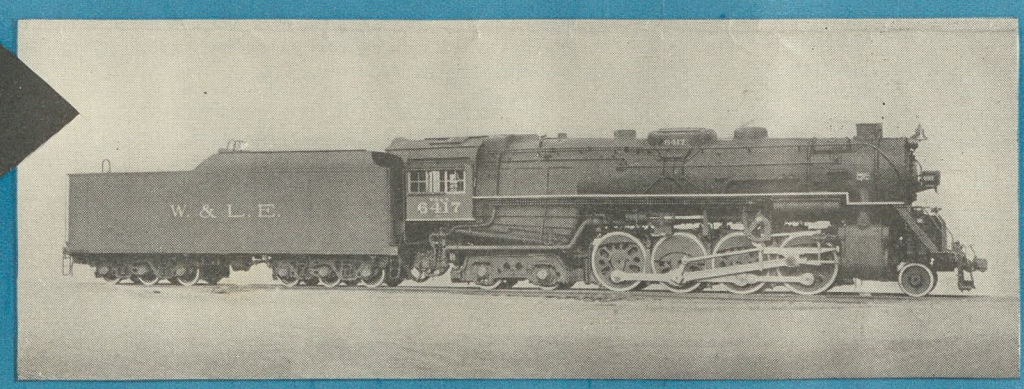
5 BUILT IN 1938

6411-6412
Schenectady 1938
6413-6415
Schenectady 1939
c/n 69121

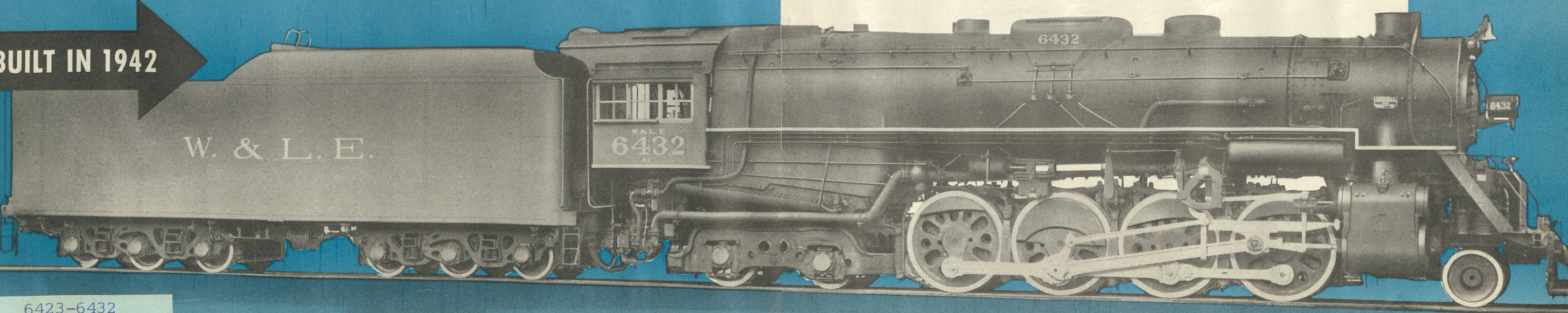


7 BUILT IN 1941

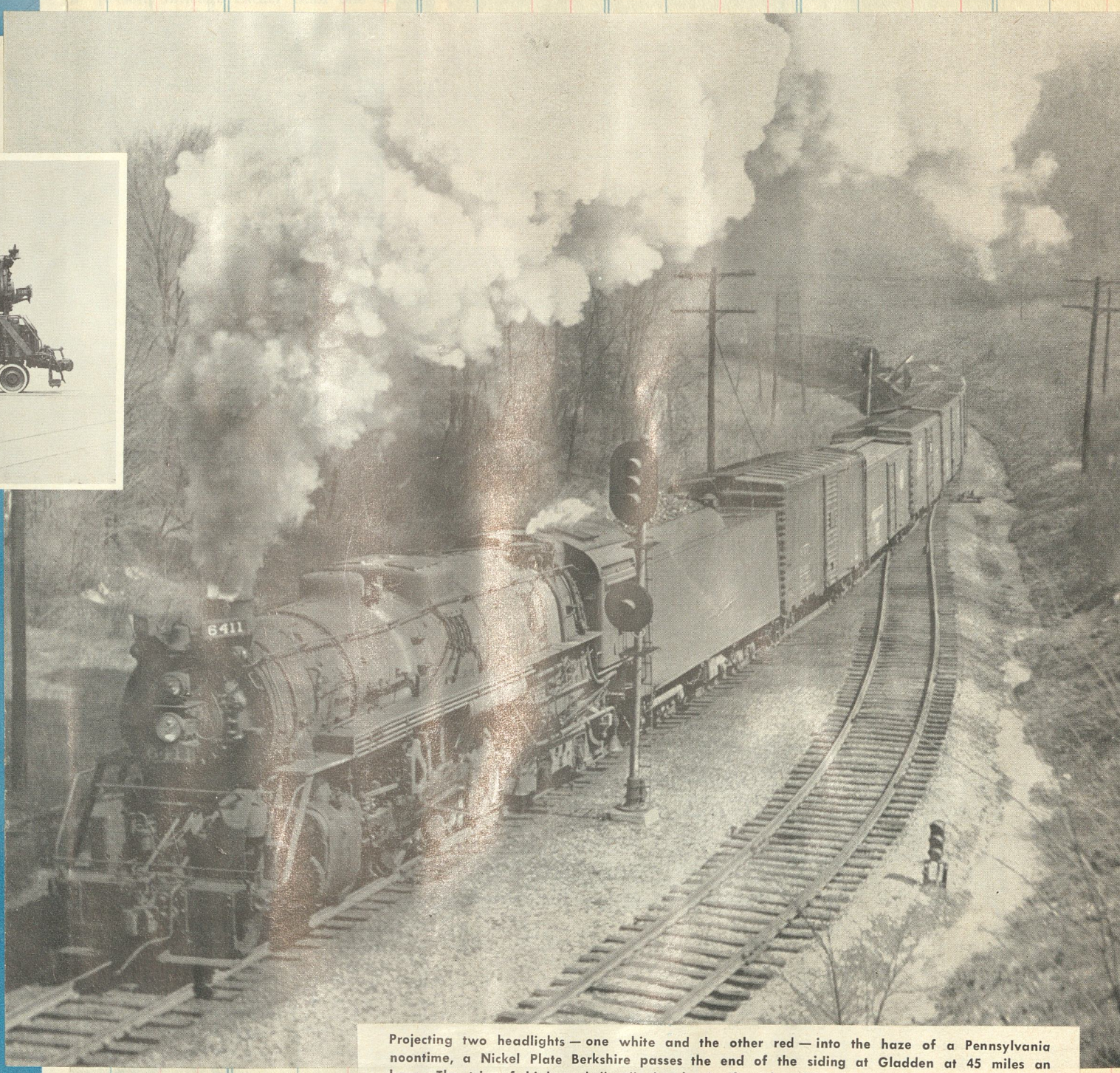
6416-6422
Schenectady 1941
c/n 69430



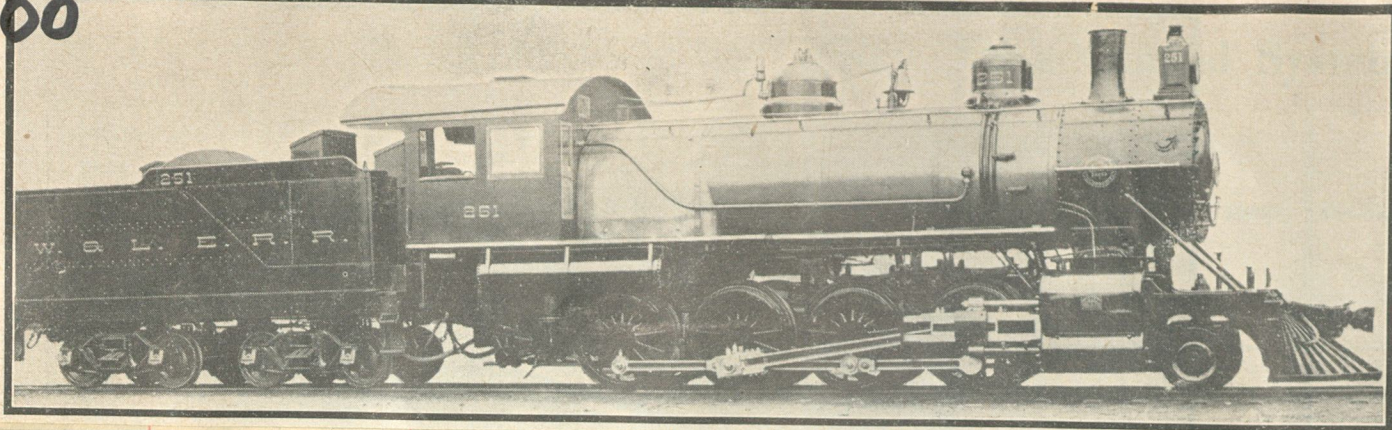
10 BUILT IN 1942



6423-6432
Schenectady 1942
c/n 70030

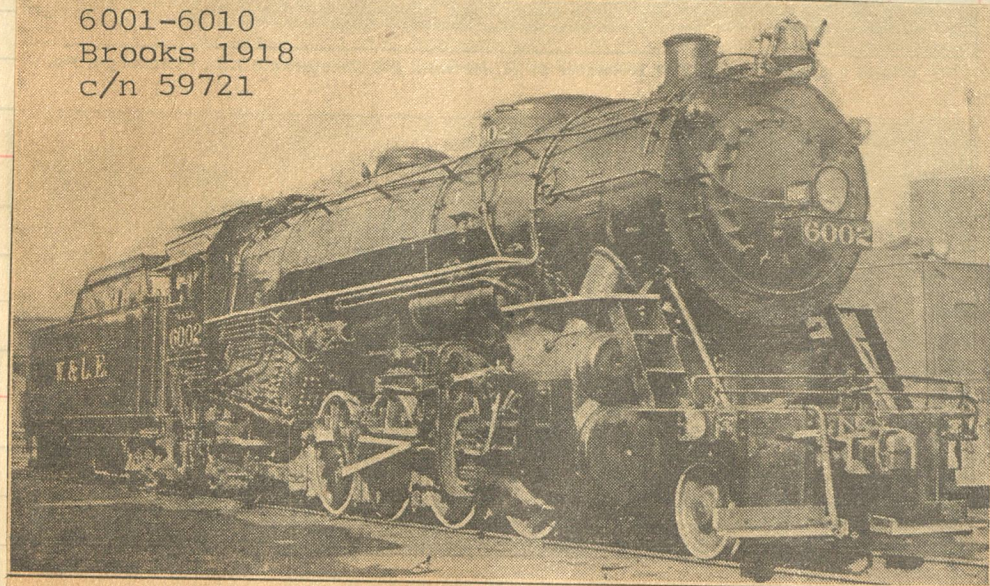


Projecting two headlights — one white and the other red — into the haze of a Pennsylvania noon-time, a Nickel Plate Berkshire passes the end of the siding at Gladden at 45 miles an hour. The trio of high and "pot" signals signifies that Gladden siding is C.T.C. operated.

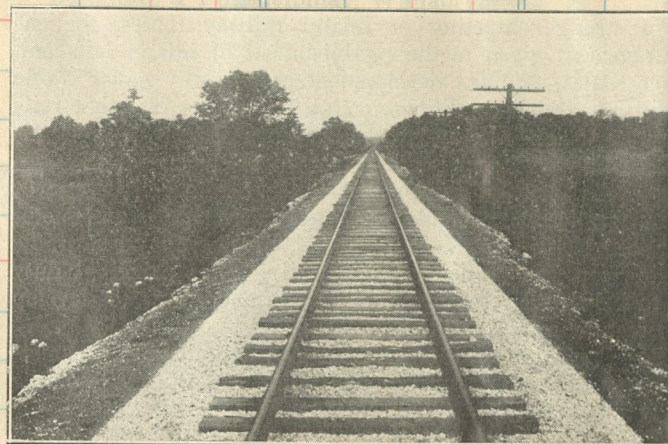


Compound Consolidations 250-264 built by Baldwin in 1903. Class H-5 c/n 22003 renood 701, 3552

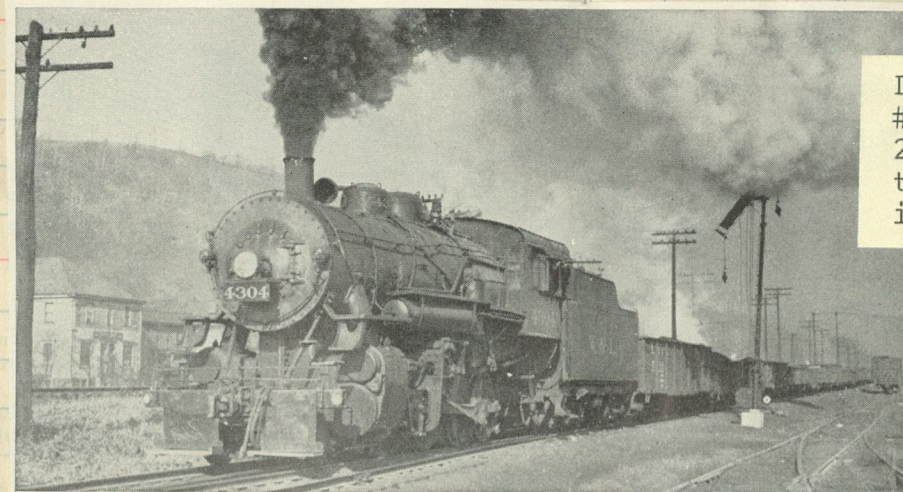
6001-6010
Brooks 1918
c/n 59721



From Railroad Photographs, 47 Royal St., Allston, Mass.
The 6002, Built by Brooks in 1918, Later Rebuilt at the W&LE's Brewster Shops

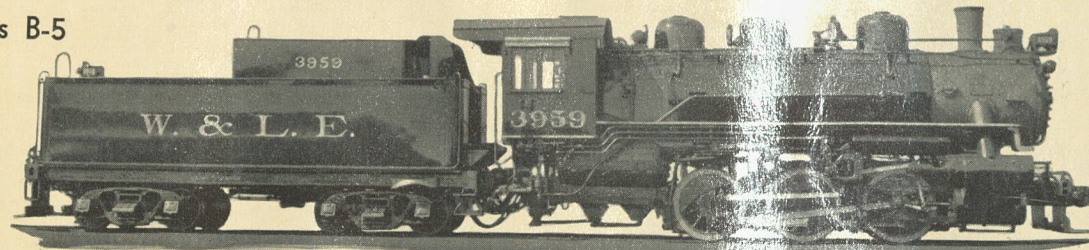


A Well-Maintained Tangent on the W. & L. E.

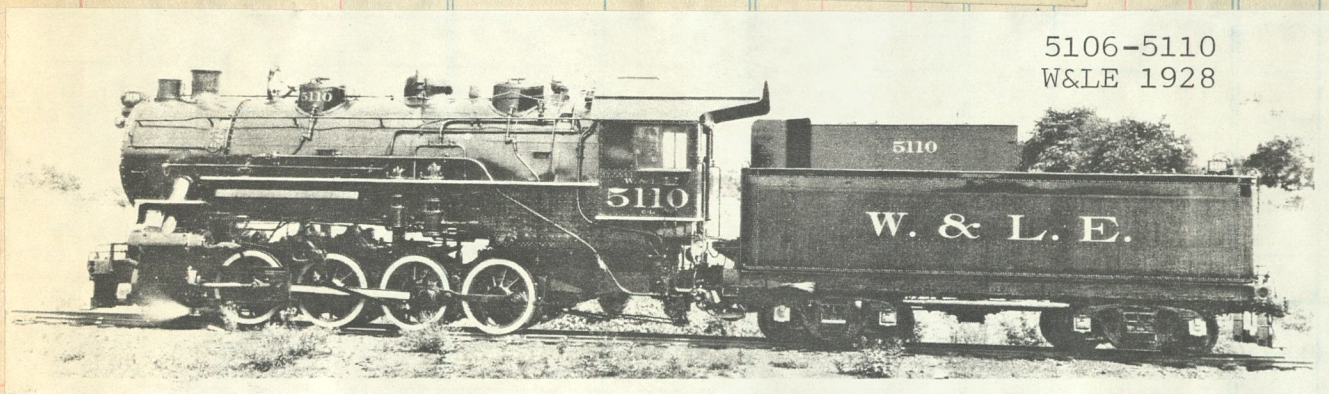


Departing Brewster.
#4304 was one of 50
2-8-0's ordered by
the WPT from Brooks
in 1905 c/n 53725

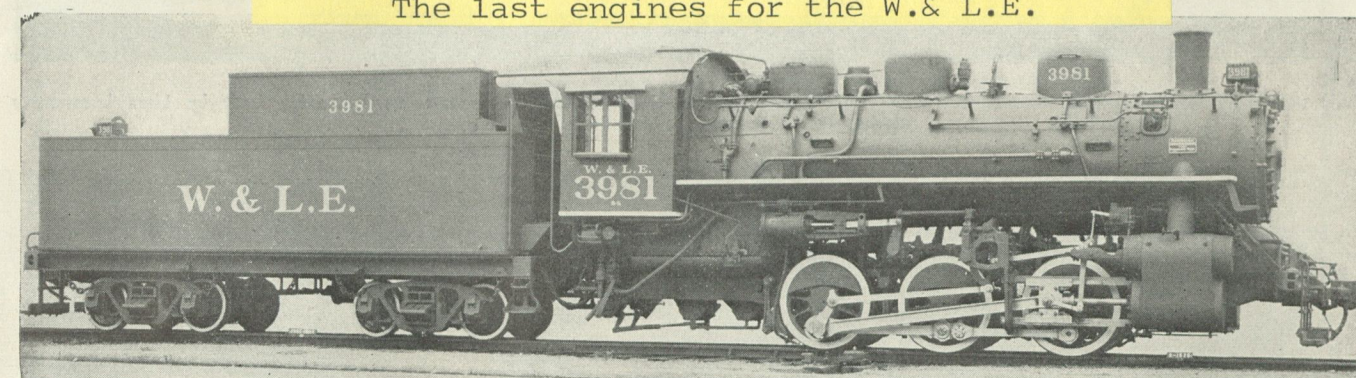
is B-5



3959-3966
W&LE 1935



5106-5110
W&LE 1928

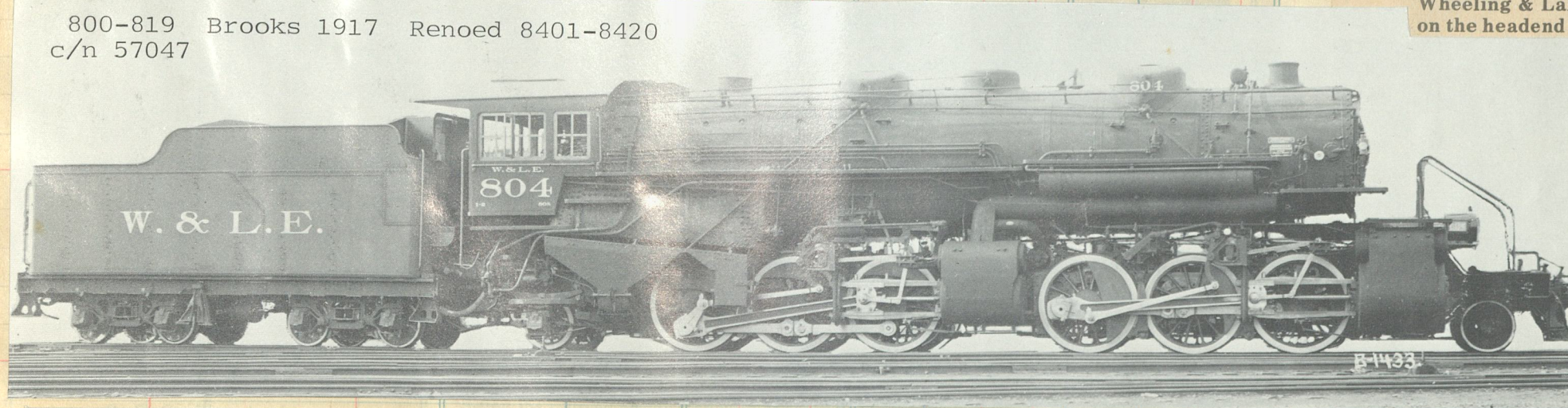


Wheeling & Lake Erie 0-6-0 (Six-Wheel) Switching Locomotive, Road Class B-5. Road Nos. 3981-3986. Built by the American Locomotive Company.
c/n 71967

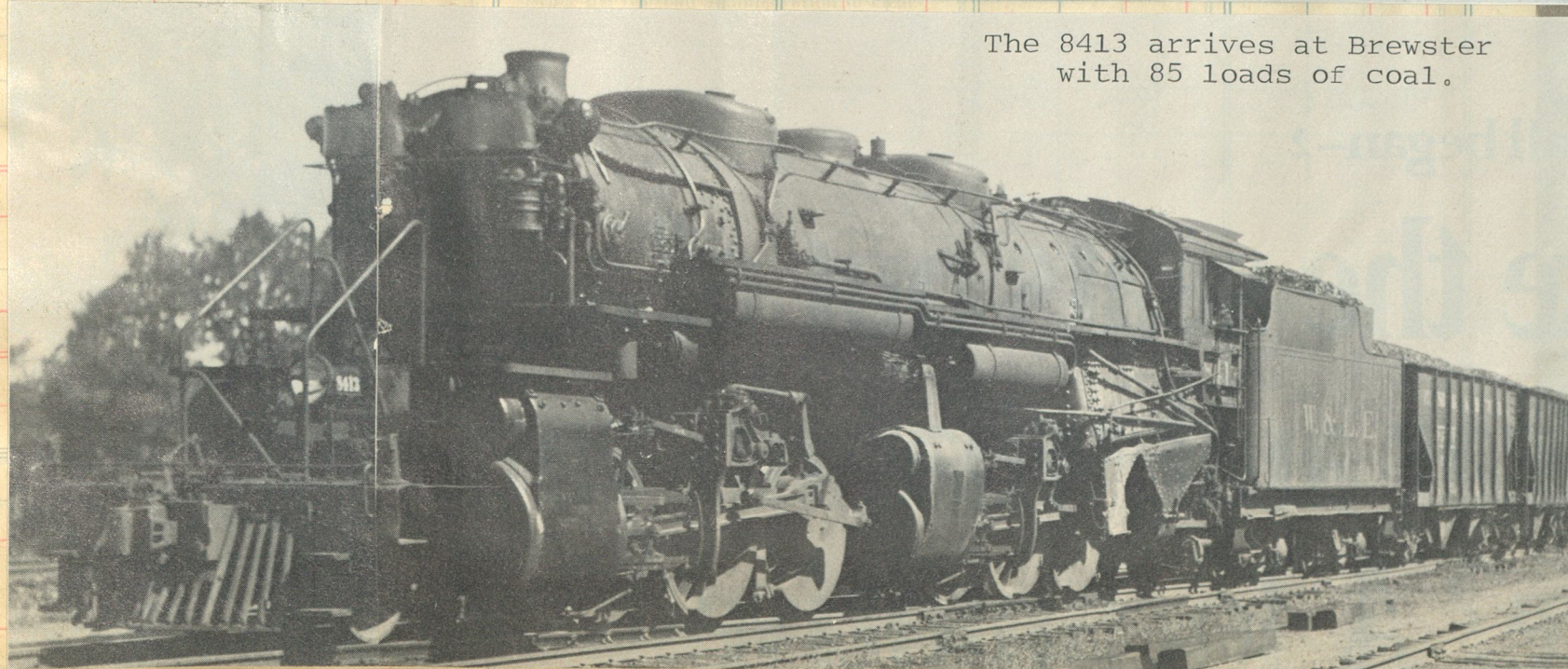
Traction force	41,200 lb.	Fuel	Soft coal
Cylinders, diameter and stroke	21 in. x 28 in.	Grate area	33.1 sq. ft.
Drivers, diameter	51 in.	Steam pressure	200 lb.
Weight on drivers	168,000 lb.	Evaporative heating surface	152 + 1,671 = 1,823 sq. ft.
Driving wheel base	11 ft. 0 in.	Superheating surface (Type A)	435 sq. ft.
Weight of tender, loaded	163,100 lb.	Tender capacity	8,950 gal., 12 1/2 tons

Schenectady 1944

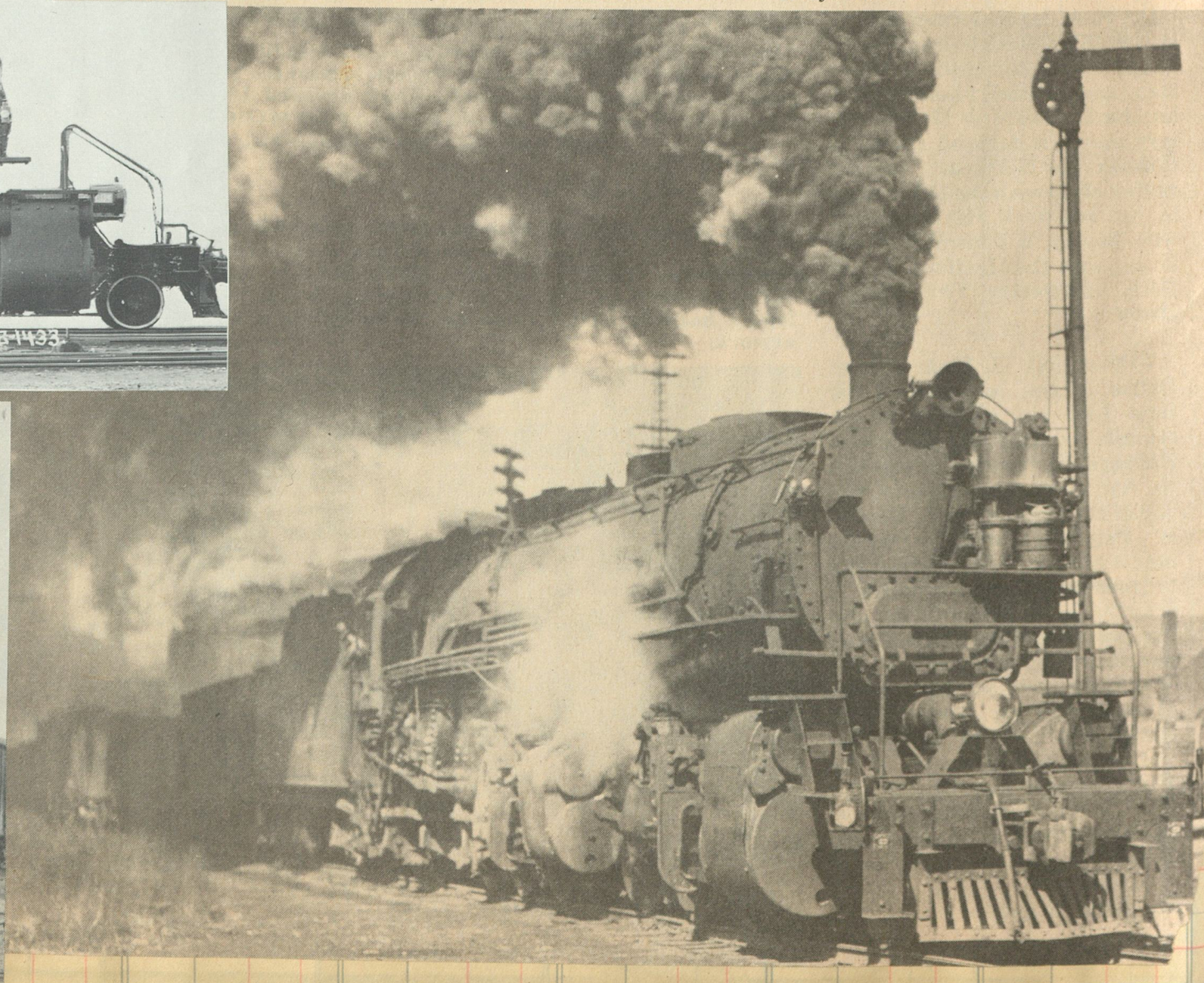
Wheeling & Lake Erie 2-6-6-2 No. 8002 southbound through Canton, Ohio, in 1937. The class I-3 Mallet is on the headend of train 170 and has just crossed the mainline of the Pennsylvania Railroad at Wandle tower.



800-819 Brooks 1917 Renoed 8401-8420
c/n 57047



The 8413 arrives at Brewster
with 85 loads of coal.



Nicknamed as
"Logrollers"
2401 renood
6051 in 1920

Fig. 35—Consolidation (2-8-0) Locomotive for Freight Service. Built for Wheeling & Lake Erie by the American Locomotive Company.

2401-2420	c/n 53722	Schenectady 1913	
Gage	4 ft. 8 1/2 in.	Heating Surface, Tubes	3,293 sq. ft.
Cylinders	26 in. x 30 in.	Heating Surface, Firebox	223 sq. ft.
Steam Pressure	185 lbs.	Heating Surface, Total	3,516 sq. ft.
Diam. of Drivers	37 in.	Grate Area	35.1 sq. ft.
Tractive Effort	35,900 lbs.	Heating Surface, Superheater	774 sq. ft.
Rigid Wheel Base	17 ft.	Weight on Drivers	66.7 sq. ft.
Driving Wheel Base	17 ft.	Weight, Total	236,000 lbs.
Total Wheel Base	27 ft.	Weight, Tender	266,500 lbs.
		Fuel	Soft coal

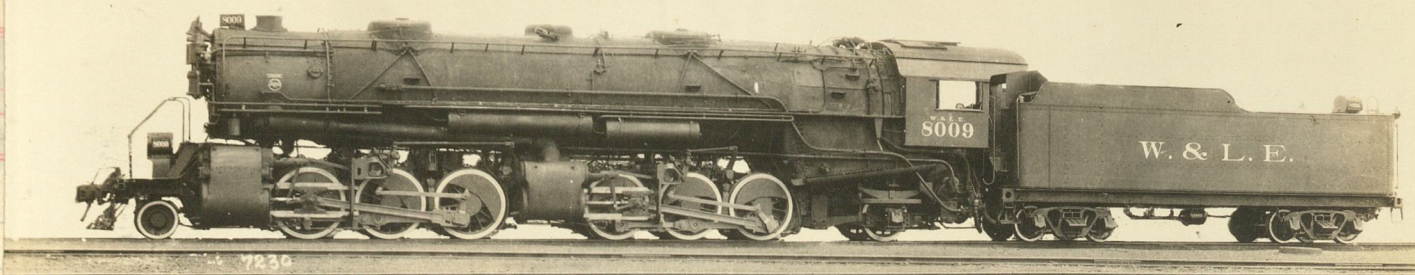
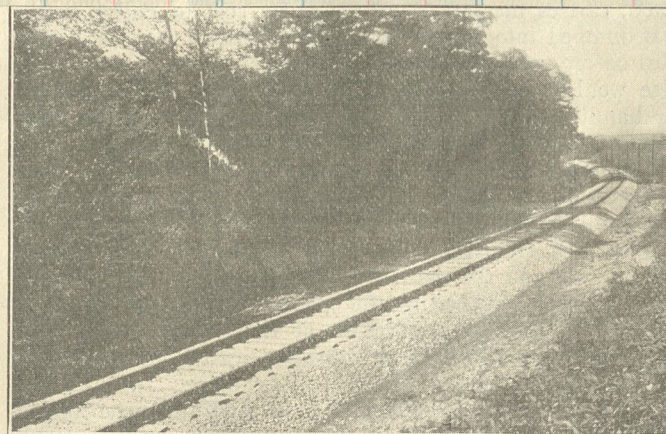
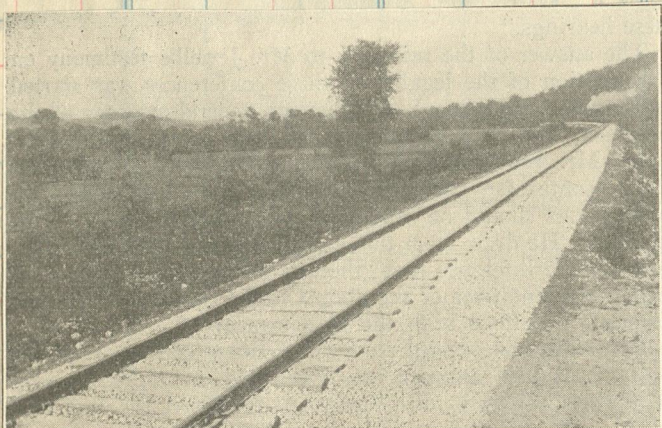


Fig 136—U. S. R. A. Standard 2-6-6-2 Mallet Compound Articulated Locomotive for Freight Service.
8001-8010 c/n 52350 Baldwin 1919

Cylinders, diameter and stroke.....23 in. and 35 in. x 30 in.	Total engine wheel base.....49 ft. 9 in.
Tractive force, A. R. A.....79,350 lb.	Weight of tender.....214,000 lb.
Drivers, diameter.....57 in.	Fuel.....Soft coal
Weight on drivers.....358,000 lb.	Graze area.....76.3 sq. ft.
Weight on front truck.....32,500 lb.	Steam pressure.....225 lb.
Weight on trailing truck.....57,500 lb.	Evaporative heating surface.....5,443 sq. ft.
Total weight of engine.....448,000 lb.	Superheating surface.....1,260 sq. ft.
Driving wheel base, each.....10 ft. 6 in.	Tender capacity.....12,000 gal.—16 tons

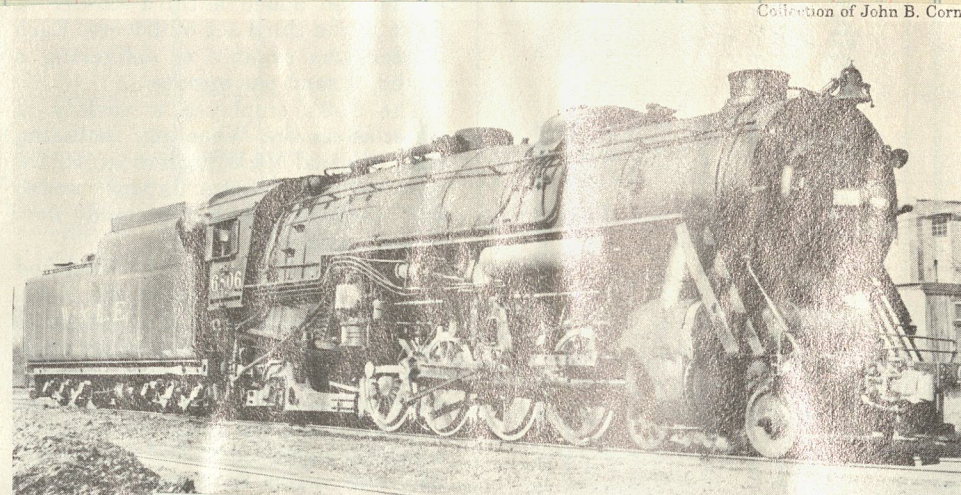


Some of the Wheeling & Lake Erie's Best Stretches of Track

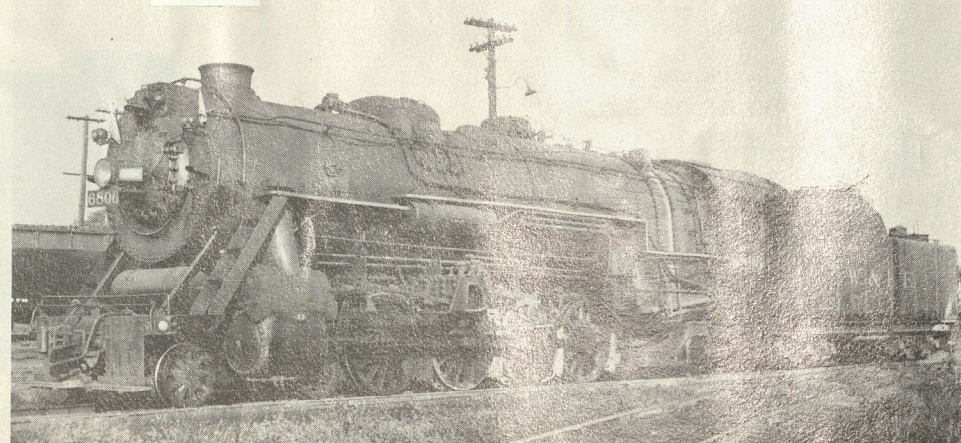
1923



Pulling thru Adena



6806



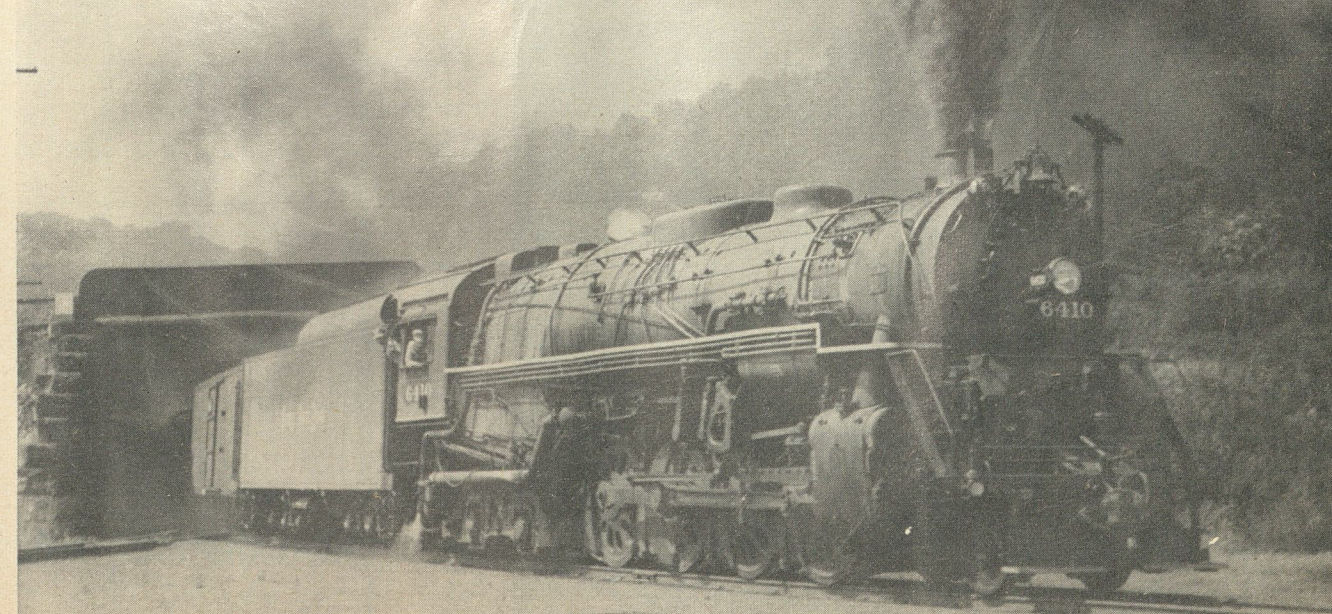
Paul Dunn

In 1926 the Norfolk & Western Roanoke Shops constructed ten ponderous 4-8-2's noed 200-209. Their service was restricted due to excessive weight and limited operating speed. In 1945 six were 'unloaded' on the RF&P and in 1945 four went to the D&RGW. All ten were taken by the W&LE in 1948, noed 6801-6810, where they were used in drag freight service. In 1949 were noed NKP 841-850.



Bob Redmond.

CLEARING Brewster, O., for Pine Valley is a 4-8-2/2-8-4 doubleheader of Nos. 6807 and 6421. Crew in the rear engine will receive far the better ride once slack is stretched.

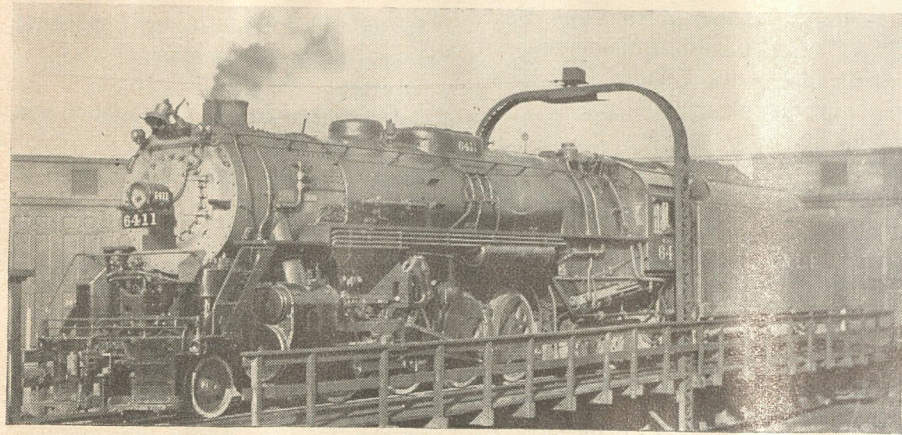


Working full tonnage out of Warrenton

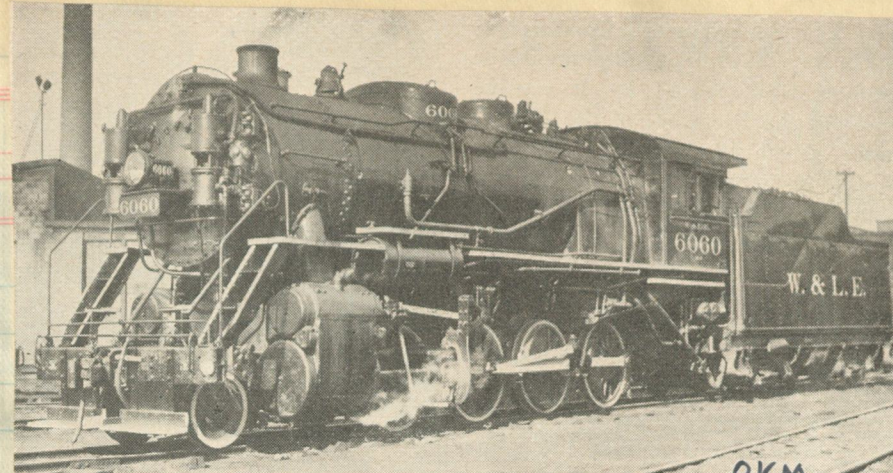
J. J. Young



BUSINESS BUSTLES too on Wheeling & Lake Erie District of Nickel Plate. A 2-8-4 that never left home, ex-W&LE No. 6408, renumbered 808, rolls into Dundee, O., out of Brewster over the Zanesville Branch in fall of 1956. Also built the Berkshire in 1937.

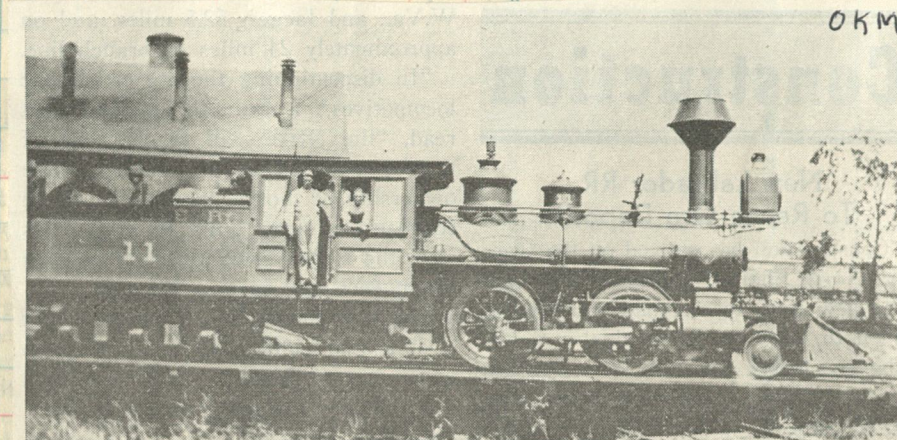


CLEVELAND, CANTON AND WHEELING.				
No. 32	Mls.	May, 1932.	No. 33	
8:00 A.M.	0	L.V.E. (Last time) ARR.	6:00 P.M.	
8:00	3.6	Cleveland	6:00	Broadway
8:20	5.8	Ninety-third Street	6:30	
8:30	11.8	Bedford	6:21	
8:38	16.4	Falls Junction	6:14	
8:45	20.0	Twinsburg	6:08	
8:54	24.3	Mossburn	6:01	
9:03	32.1	Kent	5:48	
9:14	35.9	Brimfield	5:39	
9:27	39.0	Mogadore	5:55	
9:37	49.3	Congress Lake	5:25	
9:40	47.4	Harville	5:22	
9:37	52.6	Middle Branch	5:15	
9:55	59.6	Canton	5:05	
10:03	63.2	Gambriaus	4:50	
10:17	71.5	Navarre	4:37	
10:25	73.5	Harmon Ave.	4:32	
10:30	73.5	Harmon arr.	4:30	
10:42	80.9	Bolivar	4:17	
10:48	84.5	Zoar	4:12	
10:54	87.7	Valley Junction	4:07	
10:58	89.2	Somerdales	4:05	
11:05	92.7	New Cumberland	3:58	
11:14	98.1	Sherrodsdale	3:48	
11:30	101.6	Leesville	3:42	
11:35	104.2	Bowerston	3:37	
11:35	110.3	Scioto	3:27	
11:45	115.3	Jewett	3:20	
11:53	129.5	Pittsburgh Jr.	3:13	
11:56 A.M.	131.2	East Cadiz	3:08	
12:04 P.M.	135.3	Kenwood	3:02	
12:10	138.3	Adena	2:56	
12:23	135.6	Dillonvale	2:41	
12:41	141.3	Warrenton	2:25	
12:47	143.7	Vorkville	2:10	
12:58	148.5	Martins Ferry	1:55	
1:10 P.M.	152.1	Wheeling	1:45 P.M.	
		ARRIVE	LEAVE	

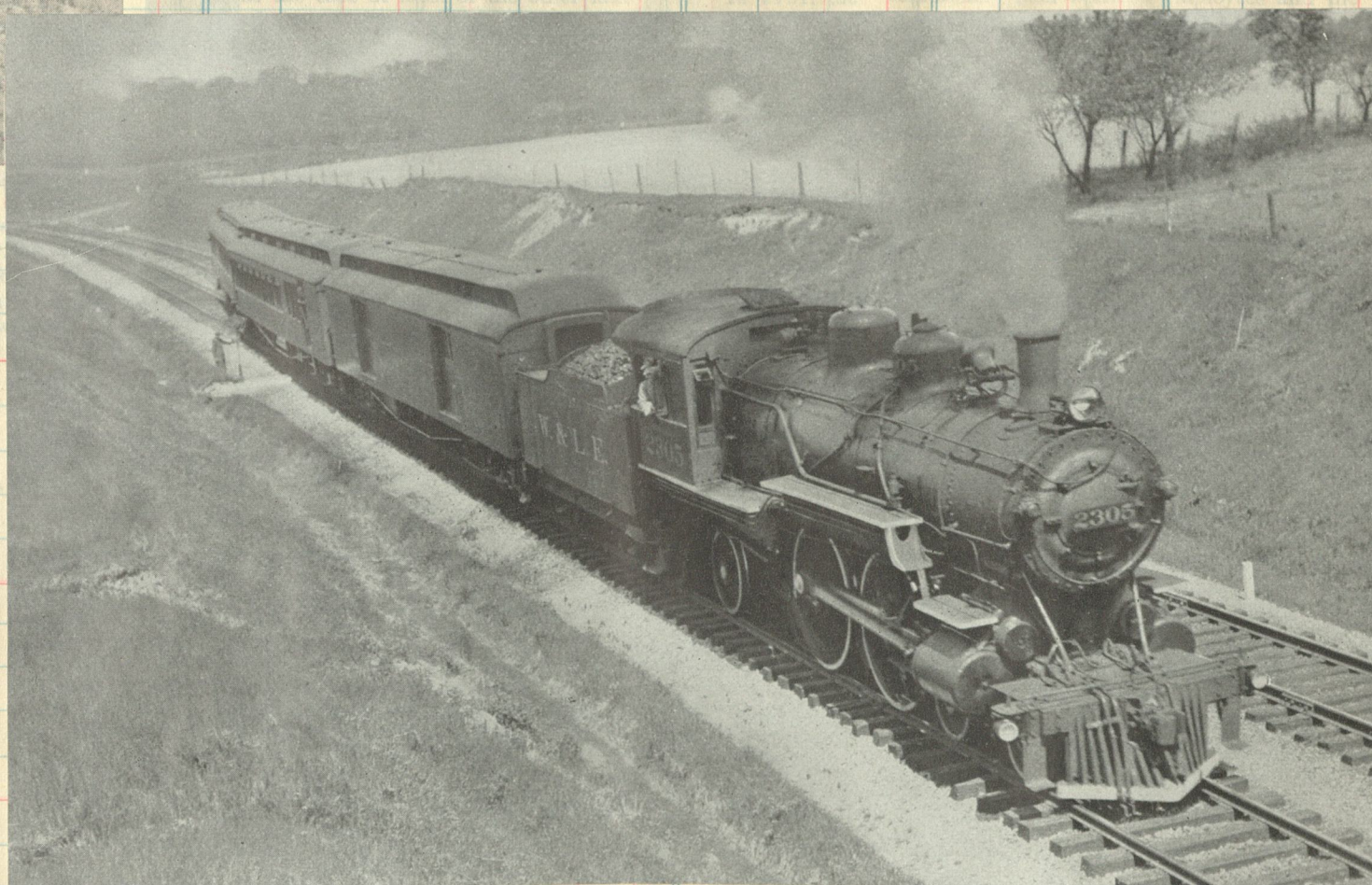


WHEELING & LAKE ERIE'S HEAVY ENGINE 6060 AT BREWSTER, OHIO

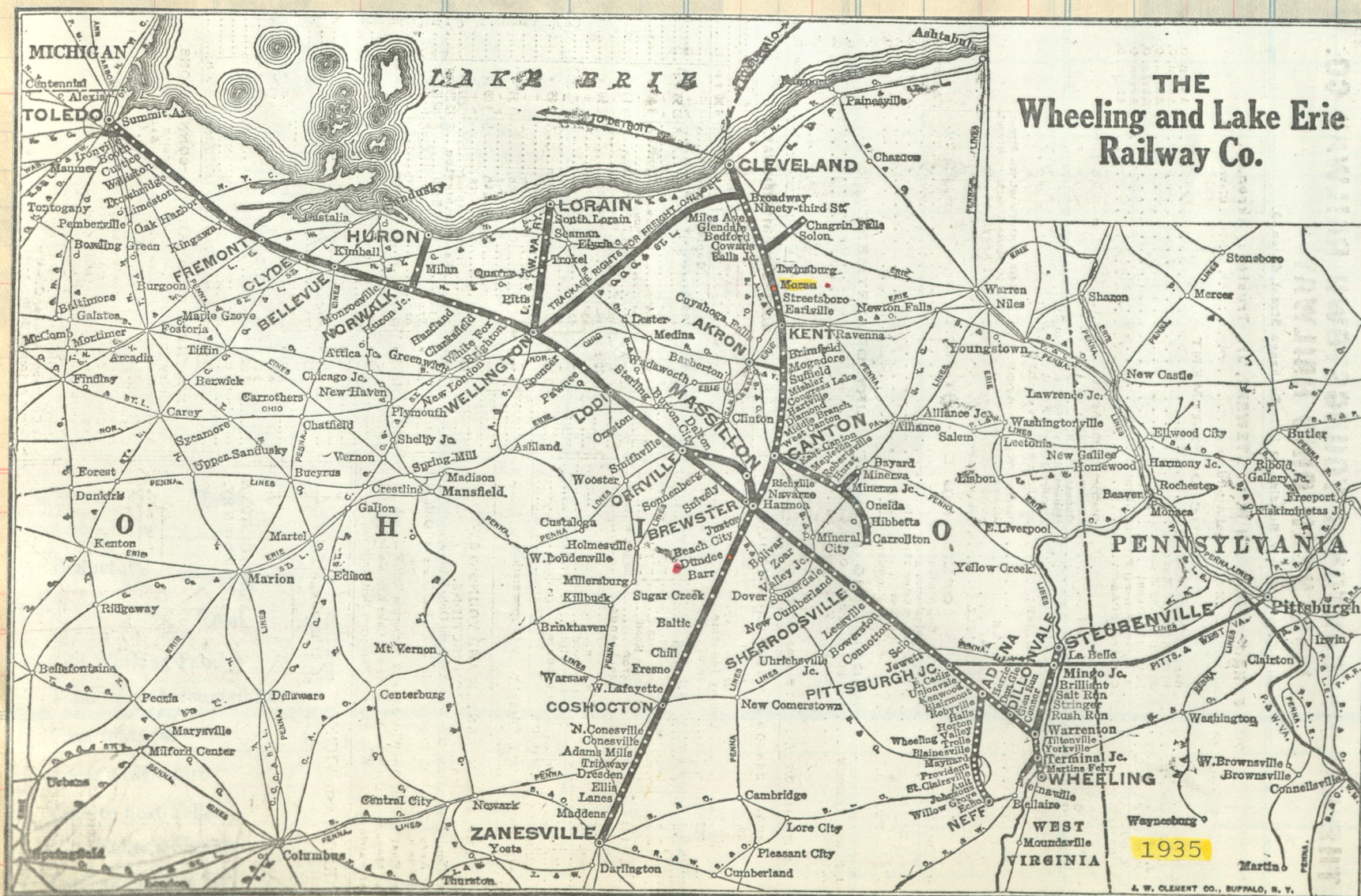
In 1913 Schenectady delivered twenty Consolidations needed 2401-2420, later were renumbered 6051-6070. The 6060 c/n 53731 org #2410. Worked on the AC&Y 11/19-2/20



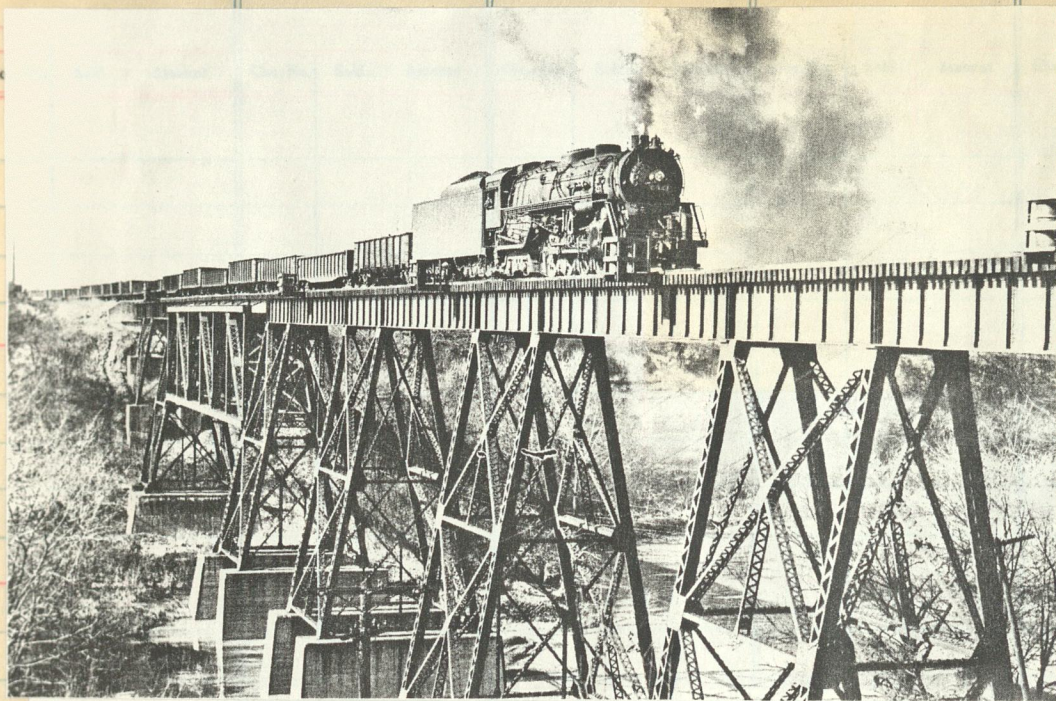
#11 [c/n 672] was one of eleven 2-4-6T engines built by Mason in 1882



The 2305 swings Trn #32 through a crossover at Moran



Only bread hampers, milk cans, and the agent await morning arrival of Zanesville-Toledo mail at Dundee in 1927. Last passenger train stopped here in 1932. - W&LE photo.



Berkshire 6421 with empty gondolas en route from Brewster to South Lorain crosses Lorain & West Virginia's 760-foot Black River viaduct at Sheffield. — Richard J. Cook.



Atlantic 2nd #2306, ex Wabash Pittsburgh Terminal #2006 Brooks 1905 c/n 30921, was leased back to the Wabash Dec. '07-March '09. Had two mishaps, one when she fell through a trestle near Beach City July 1924 and was badly damaged in a crossing collision in April 1928. Was retired June 1938



It's 1937 and the brand new 6408 leans into the harness as she takes tonnage out of Brewster

Built 1910 c/n 34419
To W&LE #2310 in 1921

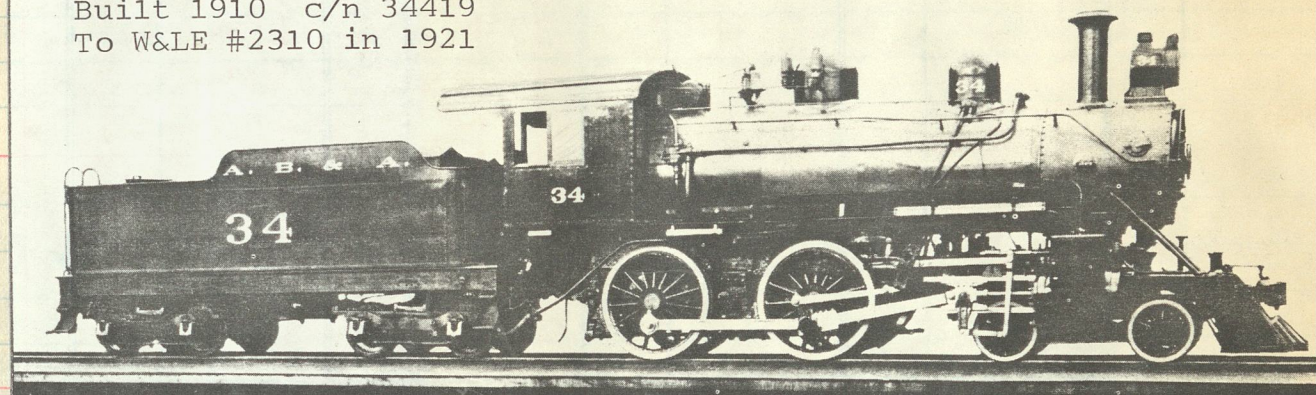
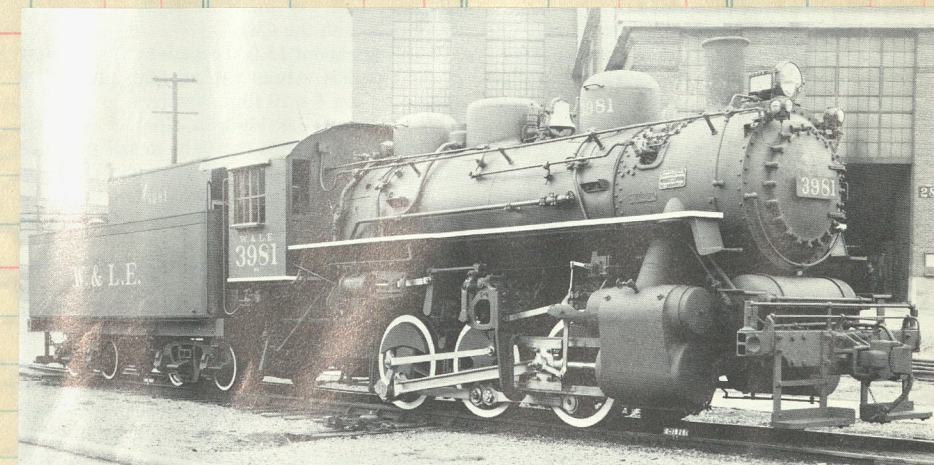


Fig. 69—American Type (4-4-0) Locomotive for Passenger Service. Built for the Atlanta, Birmingham & Atlantic by the Baldwin Locomotive Works. Cylinders, 19 in. x 26 in. Working Steam Pressure, 200 lbs. per sq. in. Diameter of Drivers, 67 in. Tractive Effort, 23,800 lbs. Heating Surface—Tubes, 2,021 sq. ft.; Firebox, 172 sq. ft.; Total, 2,193 sq. ft. Grate Area, 33.3 sq. ft. Rigid Wheel Base, 8 ft. Total Engine Wheel Base, 23 ft. 1 in. Weight on Drivers, 97,350 lbs. Total Weight of Engine, 144,950 lbs. Fuel, Soft Coal.



SELLER		DATE		FORM		DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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Total

Add—Error

Deduct “

Total

Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

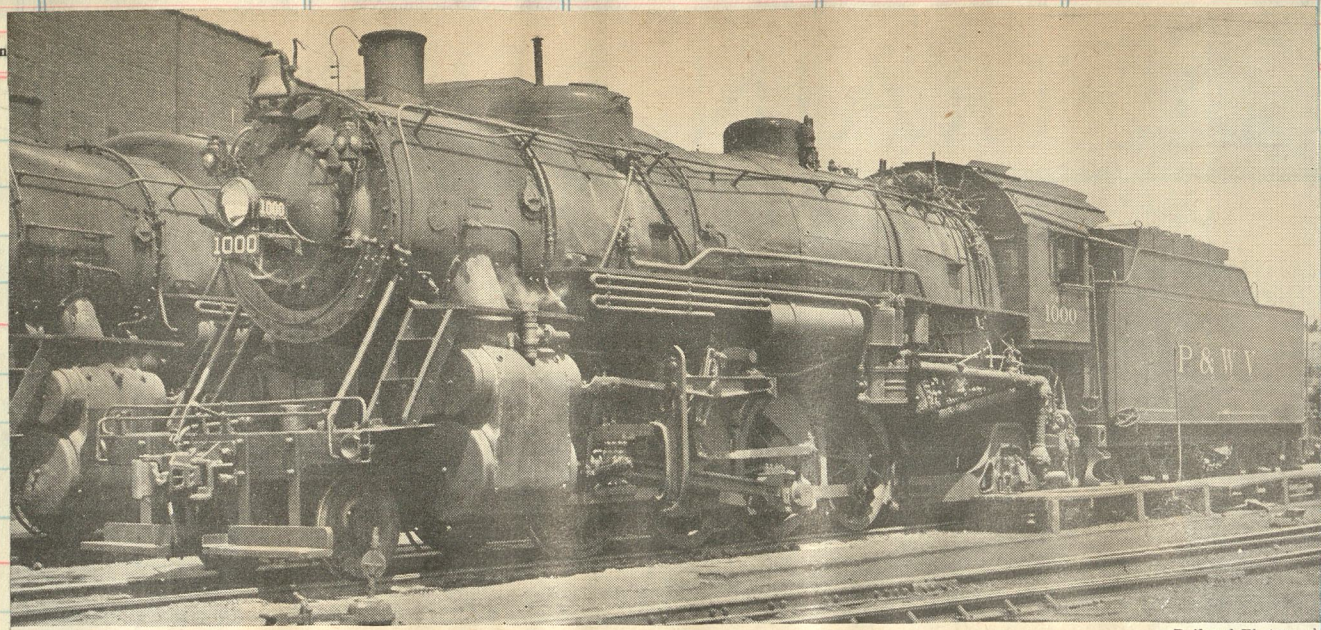
Next Seller's Signature

Total Accounted for

Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount

Clos. No. Sold Amount

Clos. No. Sold Amount Clos. No. Sold Amount



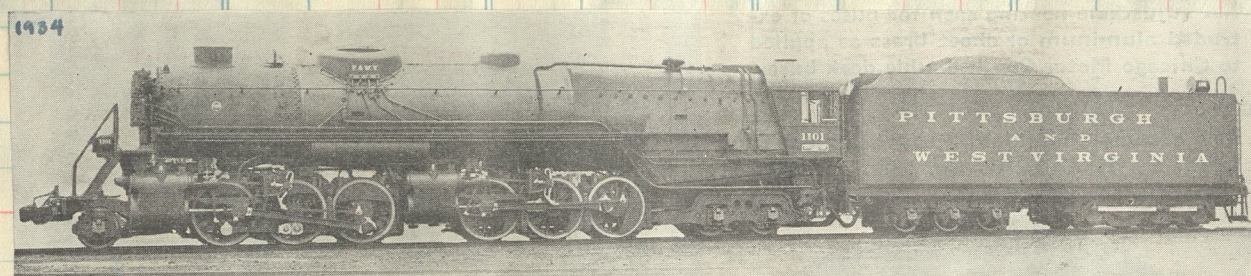
Railroad Photograph

BEING SERVICED AT BREWSTER, OHIO
Locomotive 1000 of the Pittsburgh & West Virginia was photographed at the Wheeling & Lake Erie Terminal

The P&WV received three USRA Mikes from Baldwin in 1918 noed 1000-1002. The #1000, c/n 49679, was involved in a head-on collision with W&LE 6016 at Jewett July 16, 1937.



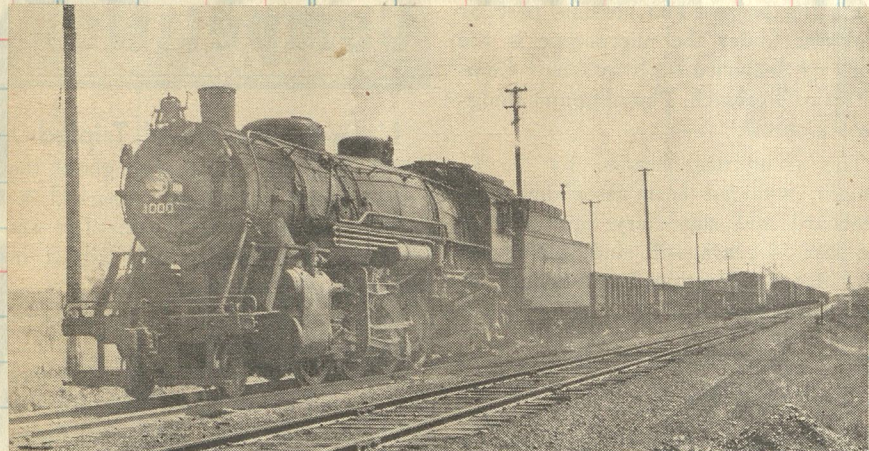
The P&WV was operating 67 miles in 1927 with 24 engines, 7 passenger and 5506 freight cars



The first 2-6-6-4 "Eastern" type. In 1934 Baldwin delivered three noed 1100-1102, c/n 61789.

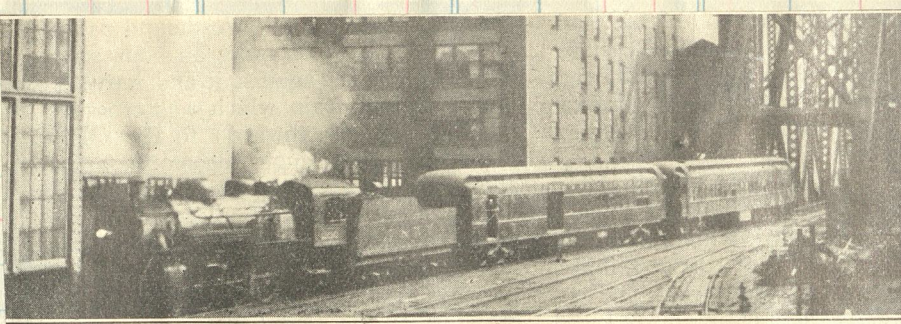


Another pair, also from Baldwin, noed 1103-1104 built in 1936. These were followed by two more in 1937.

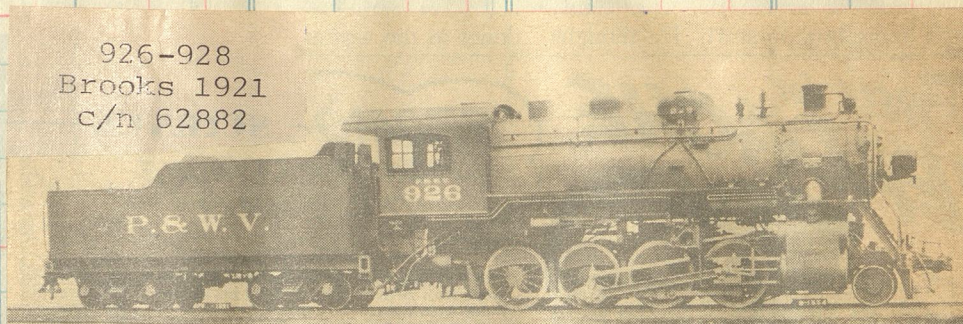


Allston Railroad Photograph

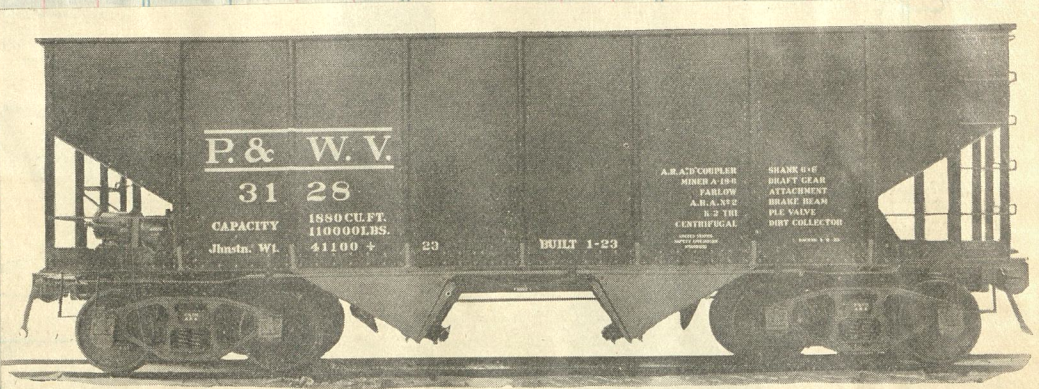
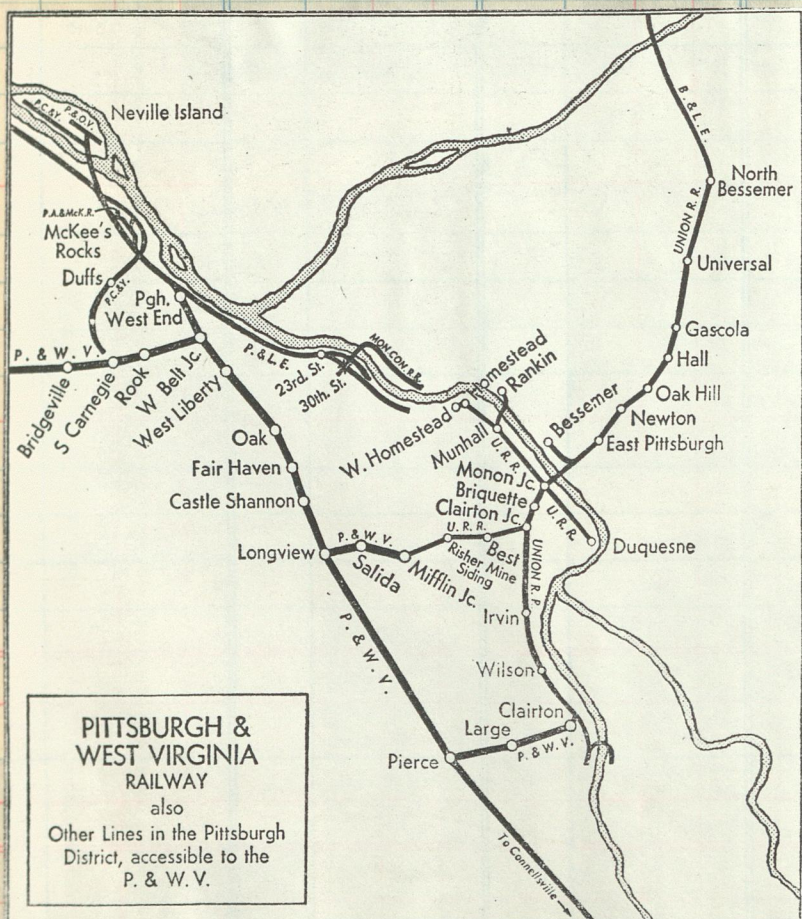
PITTSBURGH & WEST VIRGINIA ENGINE 1000 WITH FAST FREIGHT



P. & W. V. Train Entering Pittsburgh Station

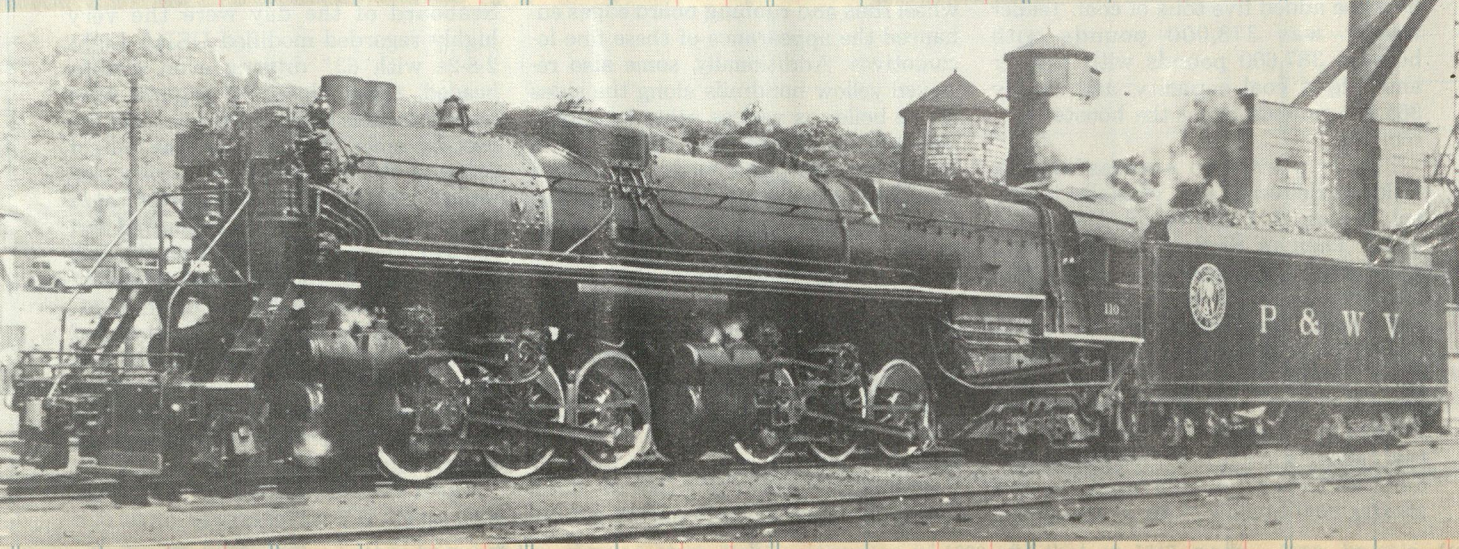
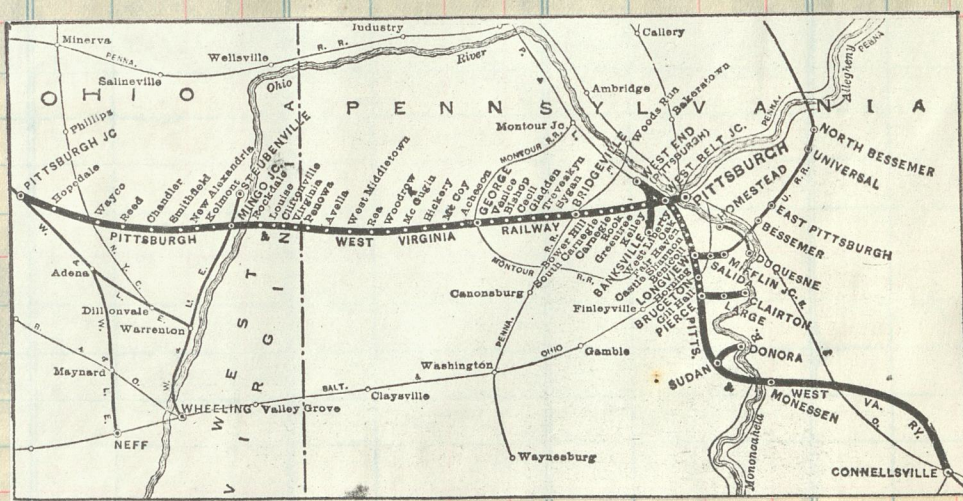


Twenty-eight-year-old G-6 Consolidations are used in branchline and Belt Division service



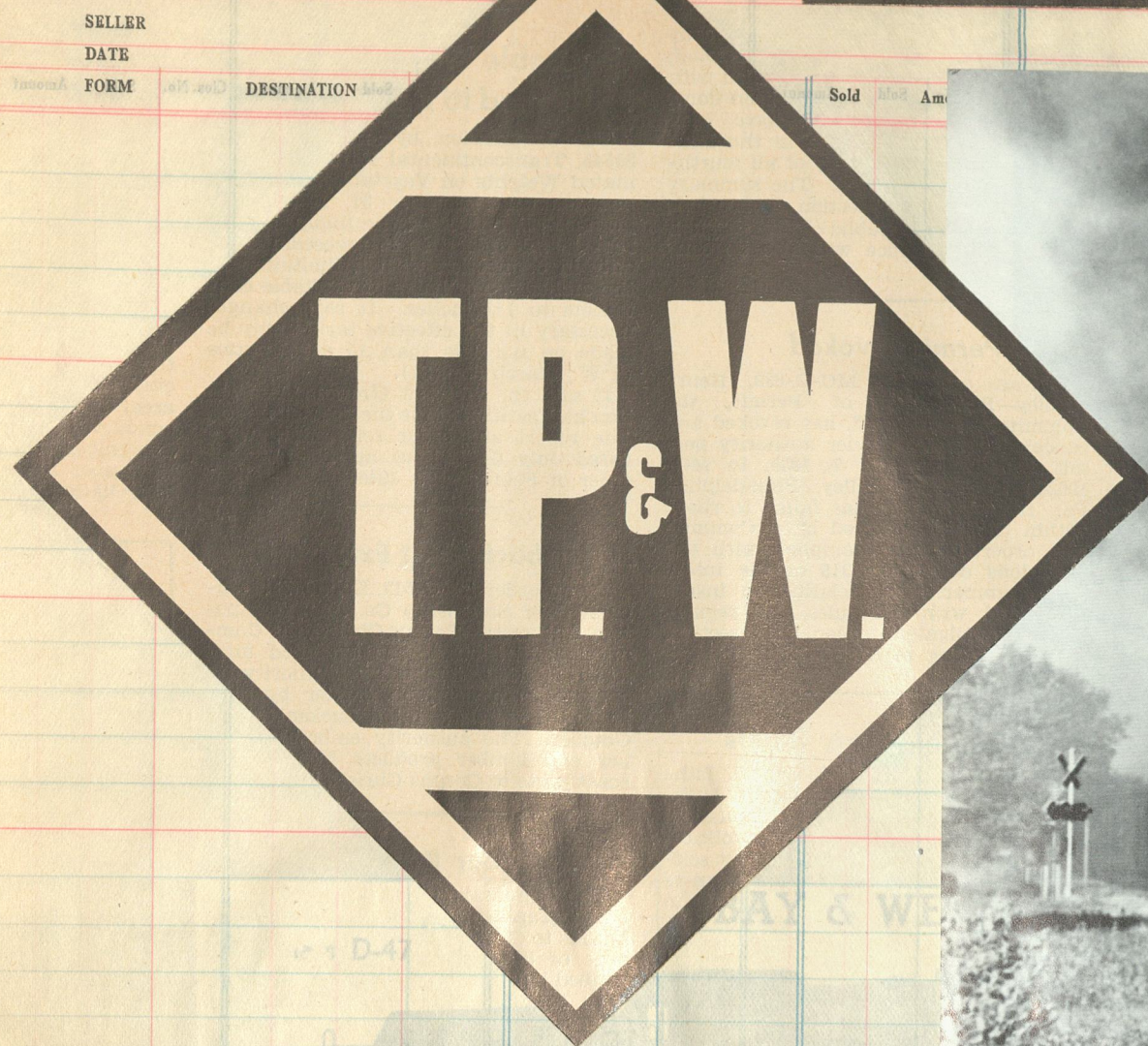
3000-3999

Bethlehem 1923



The 1102 in 1940 with improved tender lettering

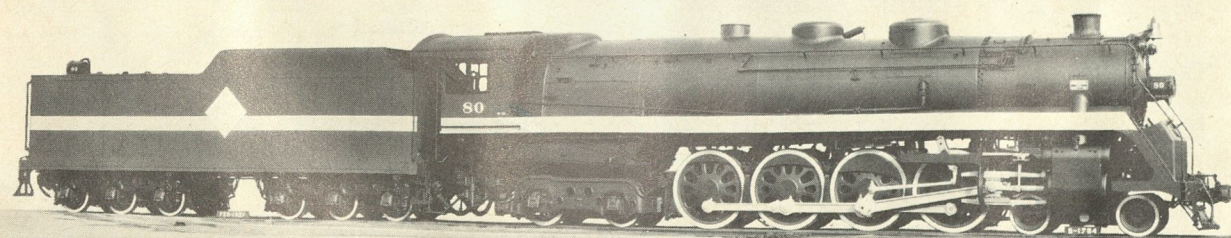
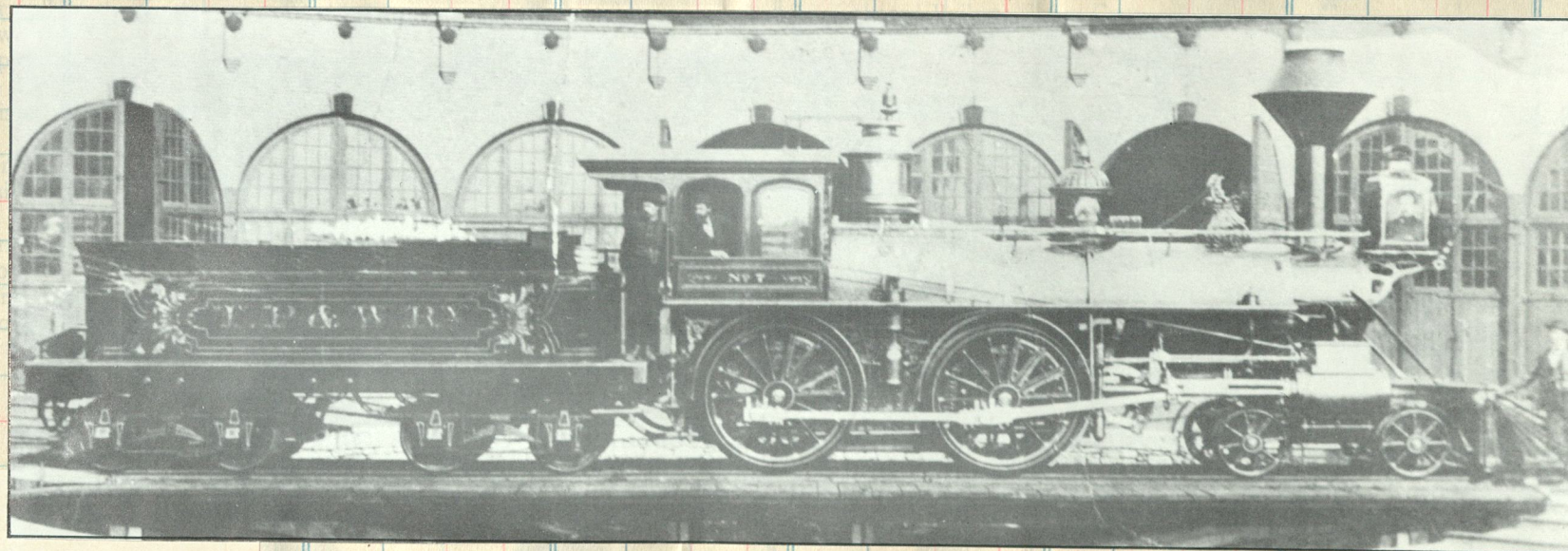
TOLEDO, PEORIA & WESTERN RAILROAD SALES AT



The TP&W operated 248 miles with 27 engines, 865 freight and 24 passenger cars [1927]



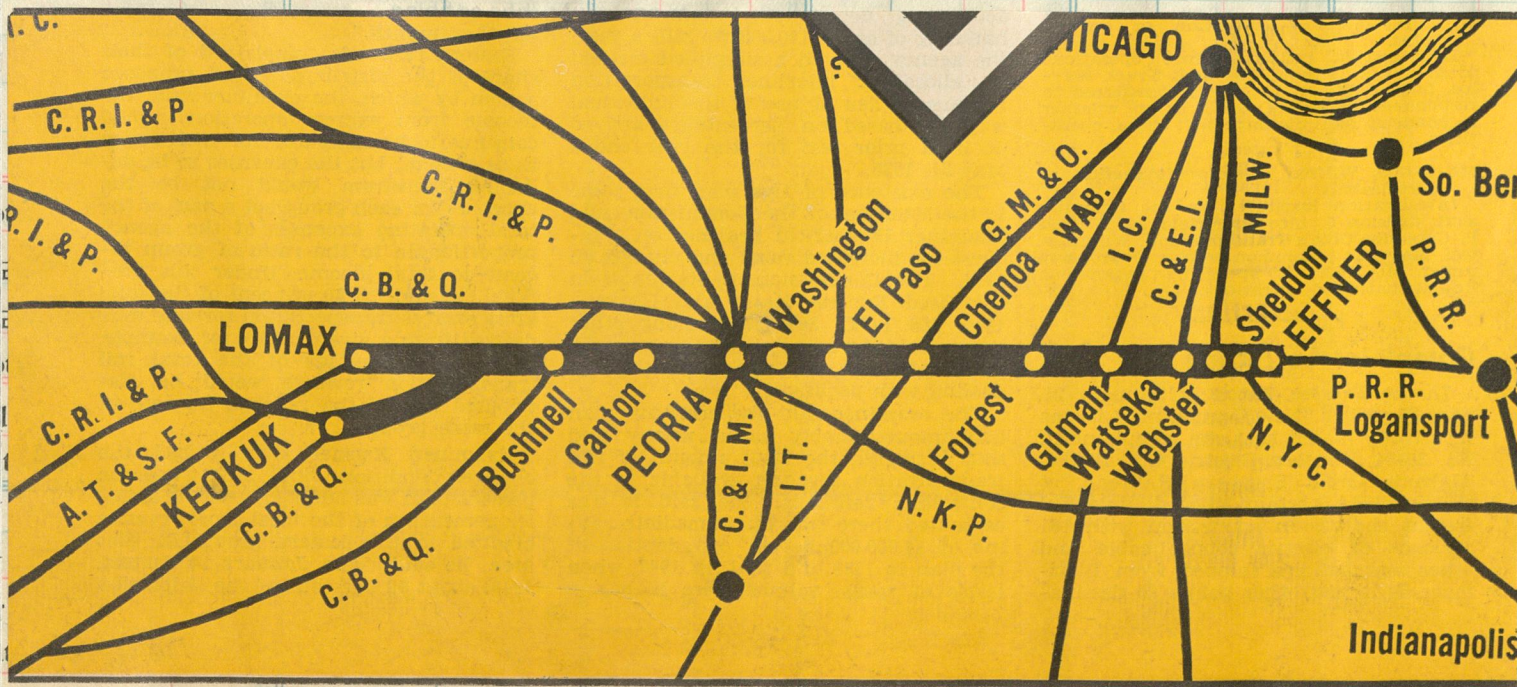
The Northerns put the TP&W in the fast freight business. The 81 storms through Washington, Ill with westbound timecard freight #21.



80-85 c/n 68781 Schenectady 1937

(13)

Mile	February, 1939
0	Effner
2.1	Sheldon
4.1	Webster
5.8	Eastburg
11.1	Watseka
17.4	Crescent City
24.6	Gilman
29.5	La Harpe
35.0	Piper City
40.3	Chatsworth
46.2	Forrest
51.8	Fairbury
57.9	Weston
62.8	Chenoa
67.2	Meadows
71.2	Gridley
78.3	El Paso
84.8	Secor
92.0	Eureka
94.0	Cruger
99.5	Washington
105.8	Farmdale
108.0	Peoria Yard
111.1	Peoria
118.6	Hollis
122.5	Mapleton
127.1	Glasford
133.6	Breeds
136.8	Rawlins
139.5	Canton
144.1	Civer
149.2	Cuba
154.5	Smithfield
157.8	Seville
161.2	Marietta
165.5	New Philadelphia
170.9	Bushnell
175.4	Scottsburg
179.6	Good Hope
183.4	Sciota
189.4	Blandinsville
195.5	La Harpe
199.7	Disco
206.0	Lomax
205.1	La Harpe
200.1	La Crosse
205.1	Burnside
209.5	Farris
211.5	McCall
216.0	Elvaston
222.6	Hamilton
223.9	Keokuk
223.9	Keokuk



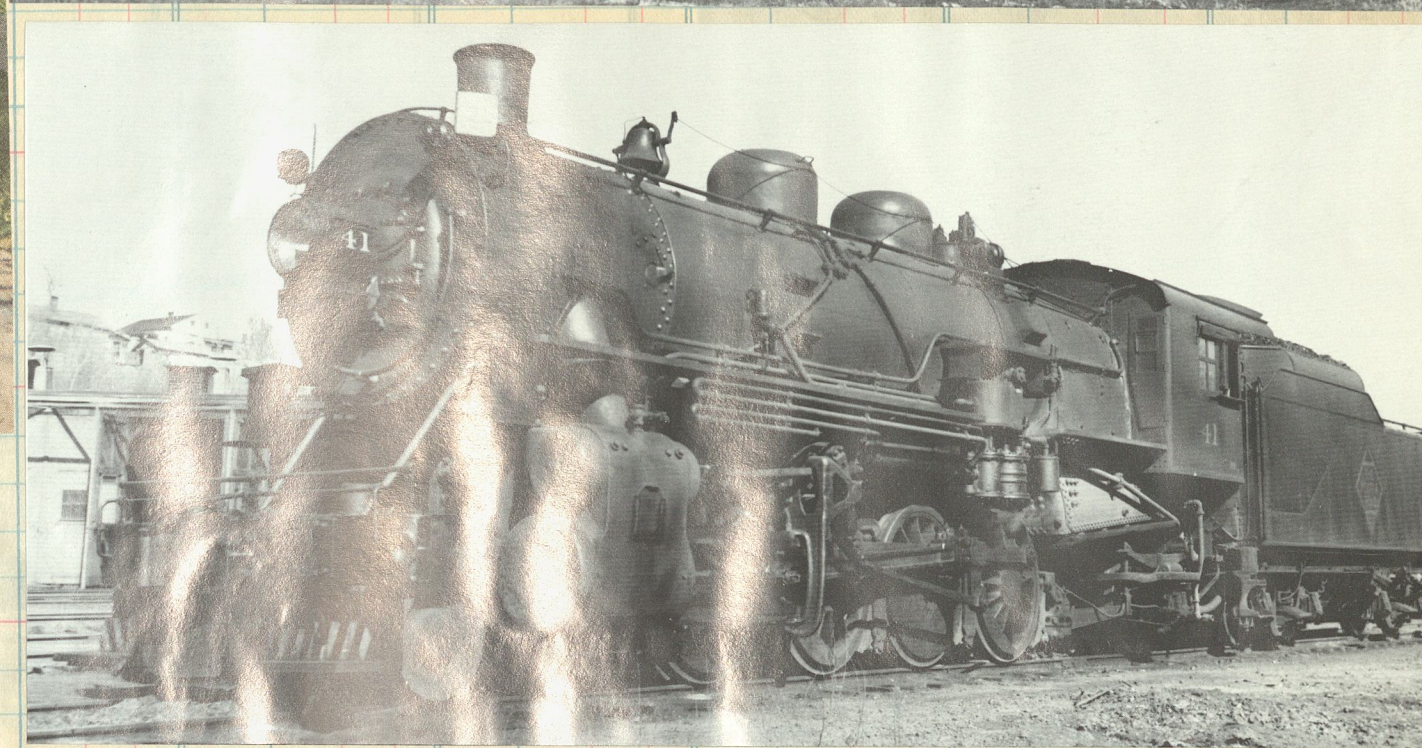
1887 DISASTER ON THE OLD TOLEDO, PEORIA & WESTERN RAILWAY
Bound for Niagara Falls on August 10, 1887, this excursion train was wrecked at Chatsworth, Ill., running into a culvert of a bridge that had been partly burned by a prairie fire. The two engines negotiated the bridge before the cars, carrying 960 passengers, crashed through. Lamps ignited the cars and 81 perished and 372 were injured.



Unconcerned, Extra 40 holds up traffic!



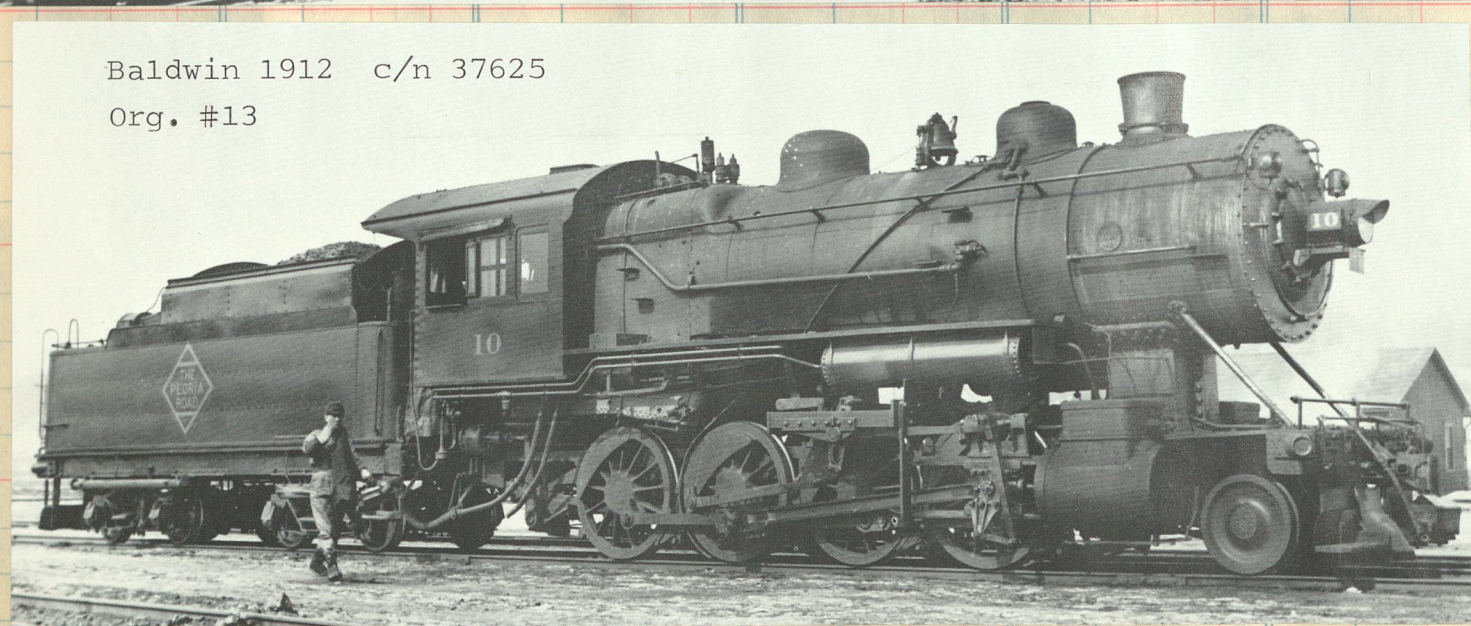
40-43 Richmond 1927
c/n 67331



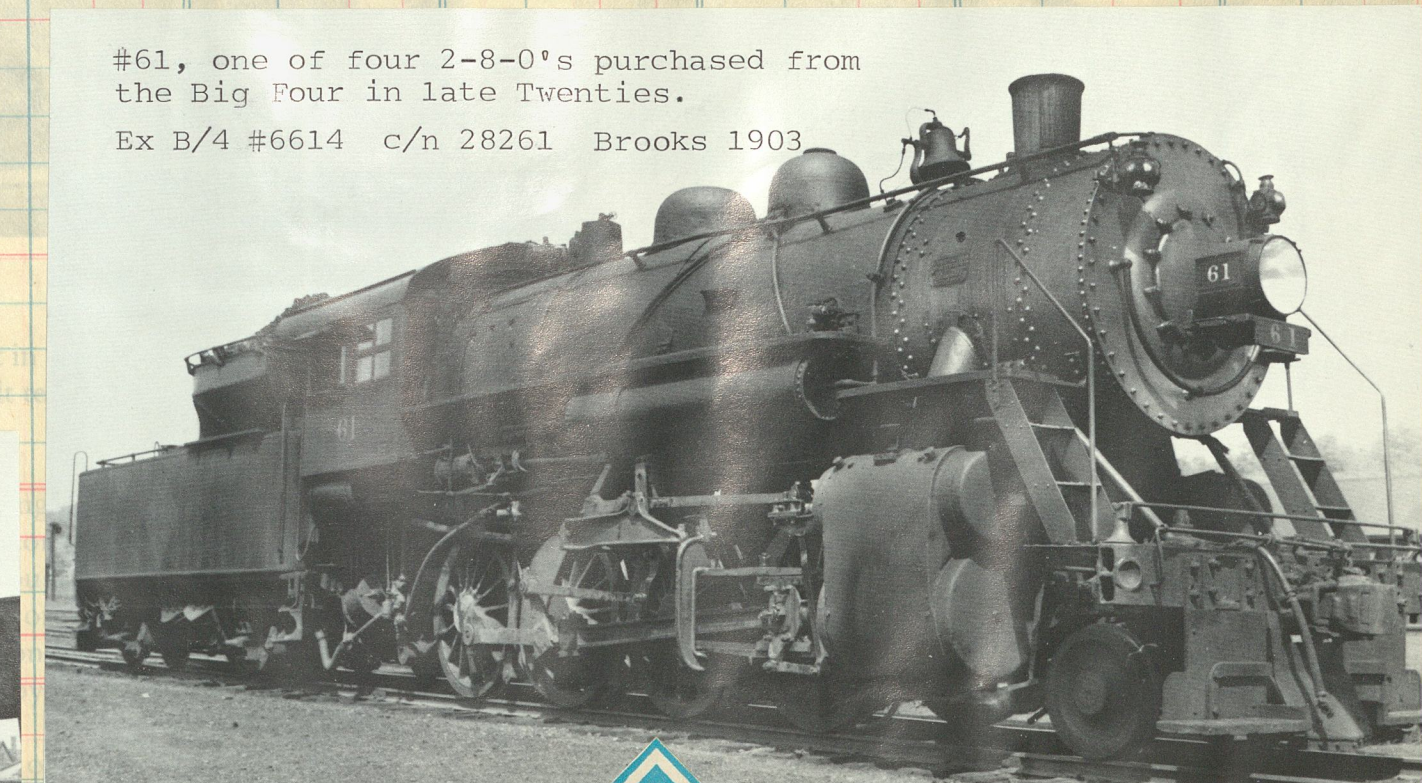
11-12 Baldwin 1910
c/n 35160



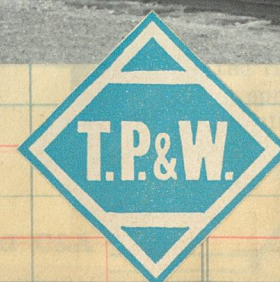
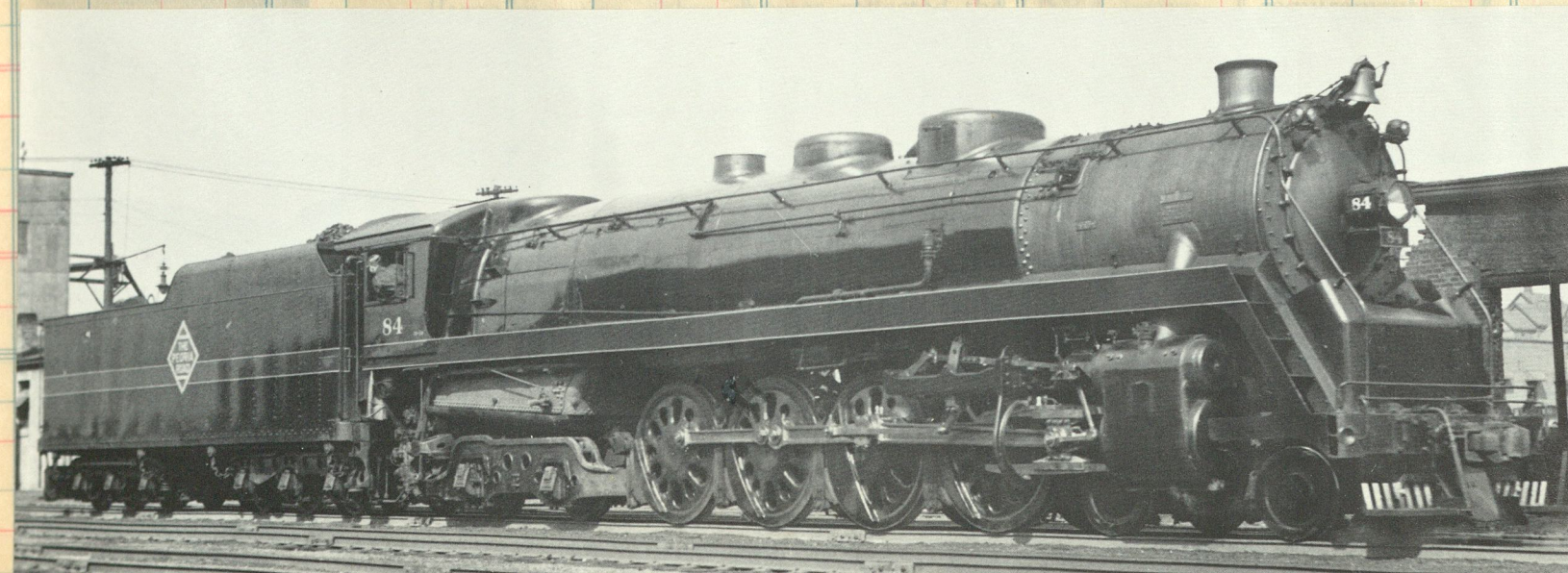
Ten wheeler #50 at Fairbury, Ill with Trn #5, a Forrest
to Peoria local, in 1916. 50-54 c/n 23587 Baldwin 1904



Baldwin 1912 c/n 37625
Org. #13



#61, one of four 2-8-0's purchased from
the Big Four in late Twenties.
Ex B/4 #6614 c/n 28261 Brooks 1903



SELLER

DATE

FORM

DESTINATION

Amt.

Com. No.

Clos.

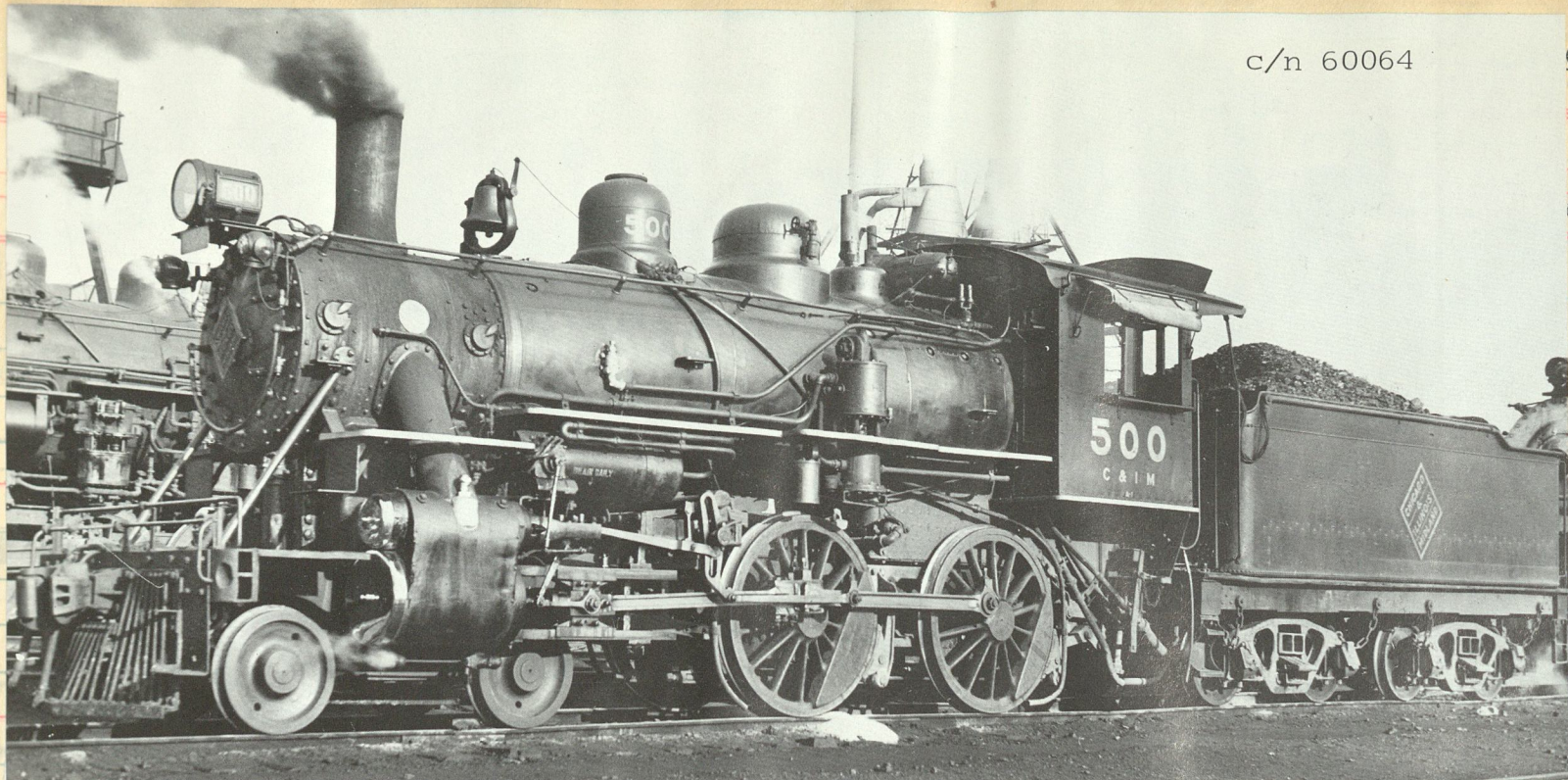
In 1927 the C&IM operated 135 miles using 19 engines 1197 freight and 9 passenger cars.



AFTERNOON LOCAL. C&IM 500 rolls Train 7 southward at Athens, Ill. May 12, 1951, bound for Springfield.

No. 7	No. 5	Mls.	August 11, 1939	No. 6	No. 8
Freight Service only.	0	9.3	Peoria	Freight Service only.	0
2:51 P.M.	10:40 A.M.	9.3	LEAVE Peoria	9:21 A.M.	9:22 P.M.
2:58	10:46	10.7	Crescent	9:16	9:13
3:01	10:48	11.7	Powerton	9:13	9:10
3:04	10:50	12.1	Stoehrs	9:10	9:07
3:10	10:54	13.2	Parkland	9:07	9:04
3:15	10:59	14.2	Manito	9:04	9:01
3:20	11:03	15.2	Union	9:01	8:58
3:24	11:07	16.2	Forest City	8:58	8:55
3:29	11:11	17.2	Bishop	8:55	8:52
3:35	11:15	18.2	Topeka	8:52	8:49
3:40	11:19	19.2	Eckard	8:49	8:46
3:42	11:21	20.2	Cimco Farm	8:46	8:43
3:44	11:23	21.2	Havana	8:43	8:40
3:46	11:25	22.2	Kelsey	8:40	8:37
3:48	11:27	23.2	Long Branch	8:37	8:34
3:50	11:29	24.2	Conover	8:34	8:31
3:52	11:31	25.2	Kilbourne	8:31	8:28
3:54	11:33	26.2	Oakford	8:28	8:25
3:56	11:35	27.2	Atterbury	8:25	8:22
3:58	11:37	28.2	Hill Top	8:22	8:19
3:59	11:38	29.2	Petersburg	8:19	8:16
4:00	11:39	30.2	Tice	8:16	8:13
4:01	11:40	31.2	Shops	8:13	8:10
4:02	11:41	32.2	Andrew	8:10	8:07
4:03	11:42	33.2	Springfield	8:07	8:04
4:04	11:43	34.2	LEAVE Springfield	8:04	8:01
4:05	11:44	35.2	Compro	8:01	7:58
4:06	11:45	36.2	Auburn	7:58	7:55
4:07	11:46	37.2	Beechley	7:55	7:52
4:08	11:47	38.2	Cimco	7:52	7:49
4:09	11:48	39.2	Pawnee	7:49	7:46
4:10	11:49	40.2	Humphrey	7:46	7:43
4:11	11:50	41.2	Kincaid	7:43	7:40
4:12	11:51	42.2	Callaway	7:40	7:37
4:13	11:52	43.2	Taylorville	7:37	7:34
4:14	11:53	44.2	LEAVE Taylorville	7:34	7:31
4:15	11:54	45.2	Springfield	7:31	7:28
4:16	11:55	46.2	Chicago	7:28	7:25
4:17	11:56	47.2	Chicago	7:25	7:22
4:18	11:57	48.2	Chicago	7:22	7:19
4:19	11:58	49.2	Chicago	7:19	7:16
4:20	11:59	50.2	Chicago	7:16	7:13
4:21	12:00	51.2	Chicago	7:13	7:10
4:22	12:01	52.2	Chicago	7:10	7:07
4:23	12:02	53.2	Chicago	7:07	7:04
4:24	12:03	54.2	Chicago	7:04	7:01
4:25	12:04	55.2	Chicago	7:01	6:58
4:26	12:05	56.2	Chicago	6:58	6:55
4:27	12:06	57.2	Chicago	6:55	6:52
4:28	12:07	58.2	Chicago	6:52	6:49
4:29	12:08	59.2	Chicago	6:49	6:46
4:30	12:09	60.2	Chicago	6:46	6:43
4:31	12:10	61.2	Chicago	6:43	6:40
4:32	12:11	62.2	Chicago	6:40	6:37
4:33	12:12	63.2	Chicago	6:37	6:34
4:34	12:13	64.2	Chicago	6:34	6:31
4:35	12:14	65.2	Chicago	6:31	6:28
4:36	12:15	66.2	Chicago	6:28	6:25
4:37	12:16	67.2	Chicago	6:25	6:22
4:38	12:17	68.2	Chicago	6:22	6:19
4:39	12:18	69.2	Chicago	6:19	6:16
4:40	12:19	70.2	Chicago	6:16	6:13
4:41	12:20	71.2	Chicago	6:13	6:10
4:42	12:21	72.2	Chicago	6:10	6:07
4:43	12:22	73.2	Chicago	6:07	6:04
4:44	12:23	74.2	Chicago	6:04	6:01
4:45	12:24	75.2	Chicago	6:01	5:58
4:46	12:25	76.2	Chicago	5:58	5:55
4:47	12:26	77.2	Chicago	5:55	5:52
4:48	12:27	78.2	Chicago	5:52	5:49
4:49	12:28	79.2	Chicago	5:49	5:46
4:50	12:29	80.2	Chicago	5:46	5:43
4:51	12:30	81.2	Chicago	5:43	5:40
4:52	12:31	82.2	Chicago	5:40	5:37
4:53	12:32	83.2	Chicago	5:37	5:34
4:54	12:33	84.2	Chicago	5:34	5:31
4:55	12:34	85.2	Chicago	5:31	5:28
4:56	12:35	86.2	Chicago	5:28	5:25
4:57	12:36	87.2	Chicago	5:25	5:22
4:58	12:37	88.2	Chicago	5:22	5:19
4:59	12:38	89.2	Chicago	5:19	5:16
5:00	12:39	90.2	Chicago	5:16	5:13
5:01	12:40	91.2	Chicago	5:13	5:10
5:02	12:41	92.2	Chicago	5:10	5:07
5:03	12:42	93.2	Chicago	5:07	5:04
5:04	12:43	94.2	Chicago	5:04	5:01
5:05	12:44	95.2	Chicago	5:01	4:58
5:06	12:45	96.2	Chicago	4:58	4:55
5:07	12:46	97.2	Chicago	4:55	4:52
5:08	12:47	98.2	Chicago	4:52	4:49
5:09	12:48	99.2	Chicago	4:49	4:46
5:10	12:49	100.2	Chicago	4:46	4:43
5:11	12:50	101.2	Chicago	4:43	4:40
5:12	12:51	102.2	Chicago	4:40	4:37
5:13	12:52	103.2	Chicago	4:37	4:34
5:14	12:53	104.2	Chicago	4:34	4:31
5:15	12:54	105.2	Chicago	4:31	4:28
5:16	12:55	106.2	Chicago	4:28	4:25
5:17	12:56	107.2	Chicago	4:25	4:22
5:18	12:57	108.2	Chicago	4:22	4:19
5:19	12:58	109.2	Chicago	4:19	4:16
5:20	12:59	110.2	Chicago	4:16	4:13
5:21	1:00	111.2	Chicago	4:13	4:10
5:22	1:01	112.2	Chicago	4:10	4:07
5:23	1:02	113.2	Chicago	4:07	4:04
5:24	1:03	114.2	Chicago	4:04	4:01
5:25	1:04	115.2	Chicago	4:01	3:58
5:26	1:05	116.2	Chicago	3:58	3:55
5:27	1:06	117.2	Chicago	3:55	3:52
5:28	1:07	118.2	Chicago	3:52	3:49
5:29	1:08	119.2	Chicago	3:49	3:46
5:30	1:09	120.2	Chicago	3:46	3:43
5:31	1:10	121.2	Chicago	3:43	3:40
5:32	1:11	122.2	Chicago	3:40	3:37
5:33	1:12	123.2	Chicago	3:37	3:34
5:34	1:13	124.2	Chicago	3:34	3:31
5:35	1:14	125.2	Chicago	3:31	3:28
5:36	1:15	126.2	Chicago	3:28	3:25
5:37	1:16	127.2	Chicago	3:25	3:22
5:38	1:17	128.2	Chicago	3:22	3:19
5:39	1:18	129.2	Chicago	3:19	3:16
5:40	1:19	130.2	Chicago	3:16	3:13
5:41	1:20	131.2	Chicago	3:13	3:10
5:42	1:21	132.2	Chicago	3:10	3:07
5:43	1:22	133.2	Chicago	3:07	3:04
5:44	1:23	134.2	Chicago	3:04	3:01
5:45	1:24	135.2	Chicago	3:01	2:58
5:46	1:25	136.2	Chicago	2:58	2:55
5:47	1:26	137.2	Chicago	2:55	2:52
5:48	1:27	138.2	Chicago	2:52	2:49
5:49	1:28	139.2	Chicago	2:49	2:46
5:50	1:29	140.2	Chicago	2:46	2:43
5:51	1:30	141.2	Chicago	2:43	2:40
5:52	1:31	142.2	Chicago	2:40	2:37
5:53	1:32	143.2	Chicago	2:37	2:34
5:54	1:33	144.2	Chicago	2:34	2:31
5:55	1:34	145.2	Chicago	2:31	2:28
5:56	1:35	146.2	Chicago	2:28	2:25
5:57	1:36	147.2	Chicago	2:25	2:22
5:58	1:37	148.2	Chicago	2:22	2:19
5:59	1:38	149.2	Chicago	2:19	2:16
6:00	1:39	150.2	Chicago	2:16	2:13
6:01	1:40	151.2	Chicago	2:13	2:10
6:02	1:41	152.2	Chicago	2:10	2:07
6:03	1:42	153.2	Chicago	2:07	2:04
6:04	1:43	154.2	Chicago	2:04	2:01
6:05	1:44	155.2	Chicago	2:01	1:58
6:06	1:45	156.2	Chicago	1:58	1:55
6:07	1:46	157.2	Chicago	1:55	1:52
6:08	1:47	158.2	Chicago	1:52	1:49
6:09	1:48	159.2	Chicago	1:49	1:46
6:10	1:49	160.2	Chicago	1:46	1:43
6:11	1:50	161.2	Chicago	1:43	1:40
6:12	1:51	162.2	Chicago	1:40	1:37
6:13	1:52	163.2	Chicago	1:37	1:34
6:14	1:53	164.2	Chicago	1:34	1:31
6:15	1:54	165.2	Chicago	1:31	1:28
6:16	1:55	166.2	Chicago	1:28	1:25
6:17	1:56	167.2	Chicago	1:25	1:22
6:18	1:57	168.2	Chicago	1:22	1:19
6:19	1:58	169.2	Chicago	1:19	1:16
6:20	1:59	170.2	Chicago	1:16	1:13
6:21	2:00	171.2	Chicago	1:13	1:10
6:22	2:01	172.2	Chicago	1:10	1:07
6:23	2:02	173.2	Chicago	1:07	1:04
6:24	2:03	174.2	Chicago	1:04	1:01
6:25	2:04	175.2	Chicago	1:01	9:58
6:26	2:05	176.2	Chicago	9:58	9:55
6:27	2:06	177.2	Chicago	9:55	9:52
6:28	2:07	178.2	Chicago	9:52	9:49
6:29	2:08	179.2	Chicago	9:49	9:46
6:30	2:09	180.2	Chicago	9:46	9:43
6:31	2:10	181.2	Chicago	9:43	9:40
6:32	2:11	182.2	Chicago	9:40	9:37
6:33	2:12	183.2	Chicago	9:37	9:34
6:34	2:13	184.2	Chicago	9:34	9:31
6:35	2:14	185.2	Chicago	9:31	9:28
6:36	2:15	186.2	Chicago	9:28	9:25
6:37	2:16	187.2	Chicago	9:25	9:22
6:38	2:17	188.2	Chicago	9:22	9:19
6:39	2:18	189.2	Chicago	9:19	9:16
6:40	2:19	190.2	Chicago	9:16	9:13
6:41	2:20	191.2	Chicago	9:13	9:10
6:42	2:21	192.2	Chicago	9:10	9:07
6:43	2:22	193.2	Chicago	9:07	9:04
6:44	2:23	194.2	Chicago	9:04	9:01
6:45	2:24	195.2	Chicago	9:01	8:58
6:46	2:25	196.2	Chicago	8:58	8:55
6:47	2:26	197.2	Chicago	8:55	8:52
6:48	2:27	198.2	Chicago	8:52	8:49
6:49	2:28	199.2	Chicago	8:49	8:46
6:50	2:29	200.2	Chicago	8:46	8:43
6:51	2:30	201.2	Chicago	8:43	8:40
6:52	2:31	202.2	Chicago	8:40	8:37
6:53	2:32	203.2	Chicago	8:37	8:34
6:54	2:33	204.2	Chicago	8:34	8:31
6:55	2:34	205.2	Chicago	8:31	8:28
6:56	2:35	206.2	Chicago	8:28	8:25
6:57	2:36	207.2	Chicago	8:25	8:22

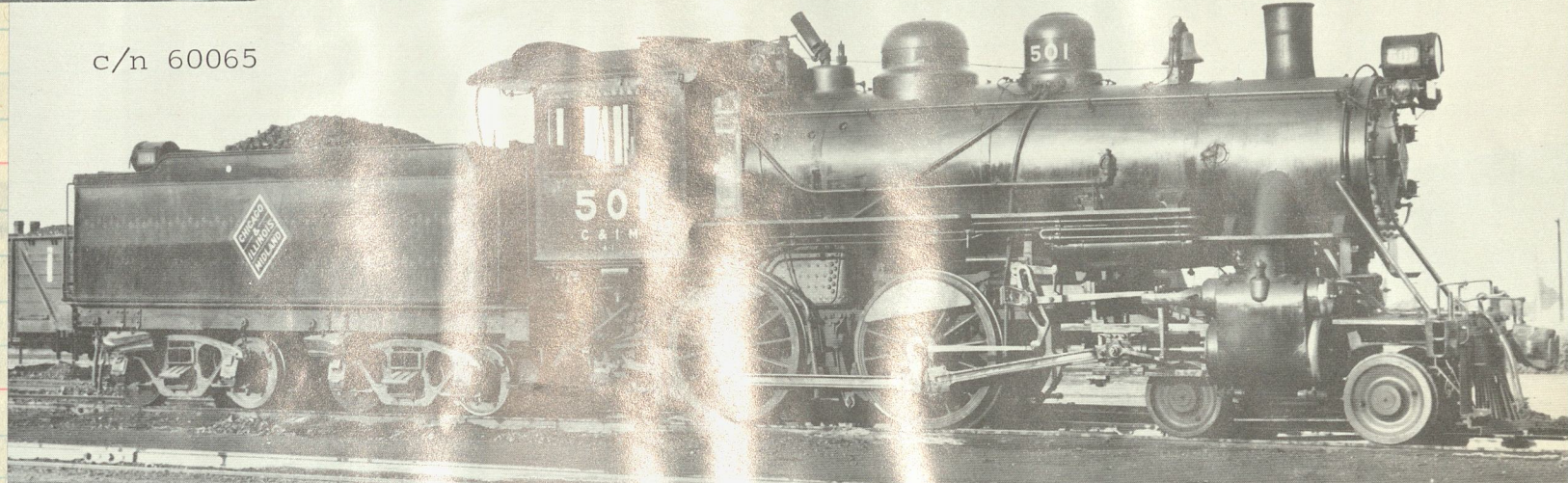
c/n 60064



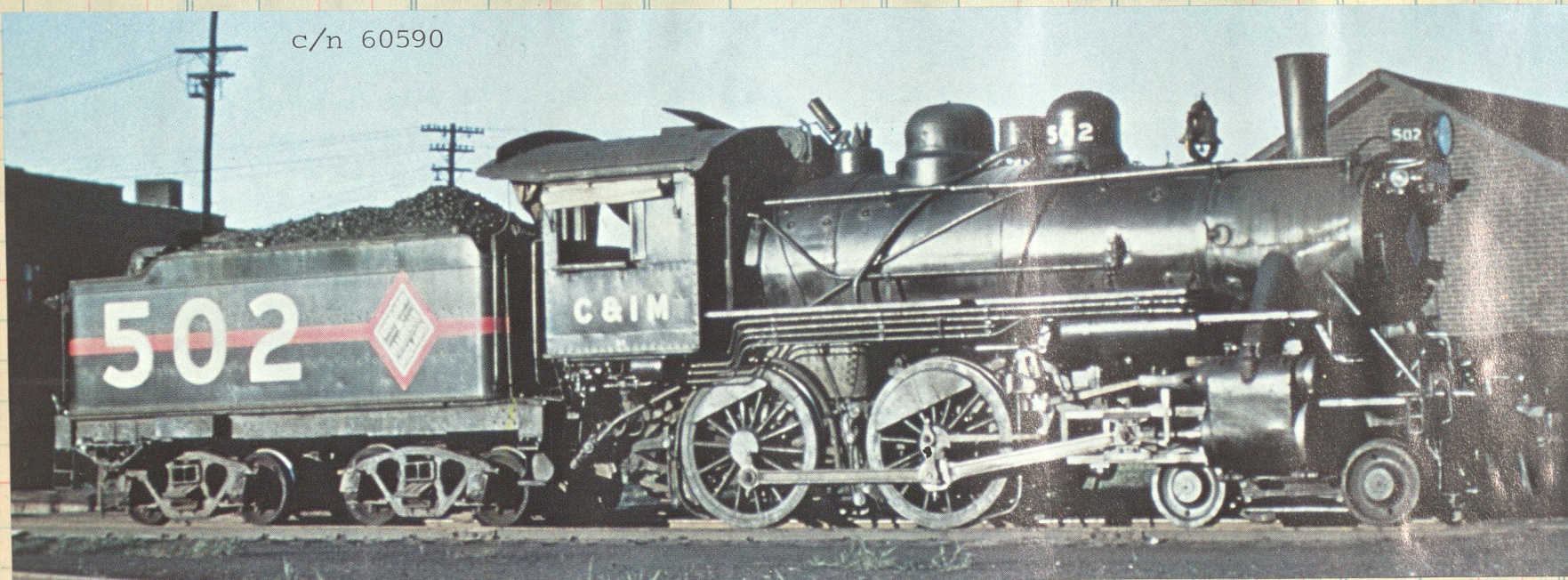
Trn #6 at Oakford



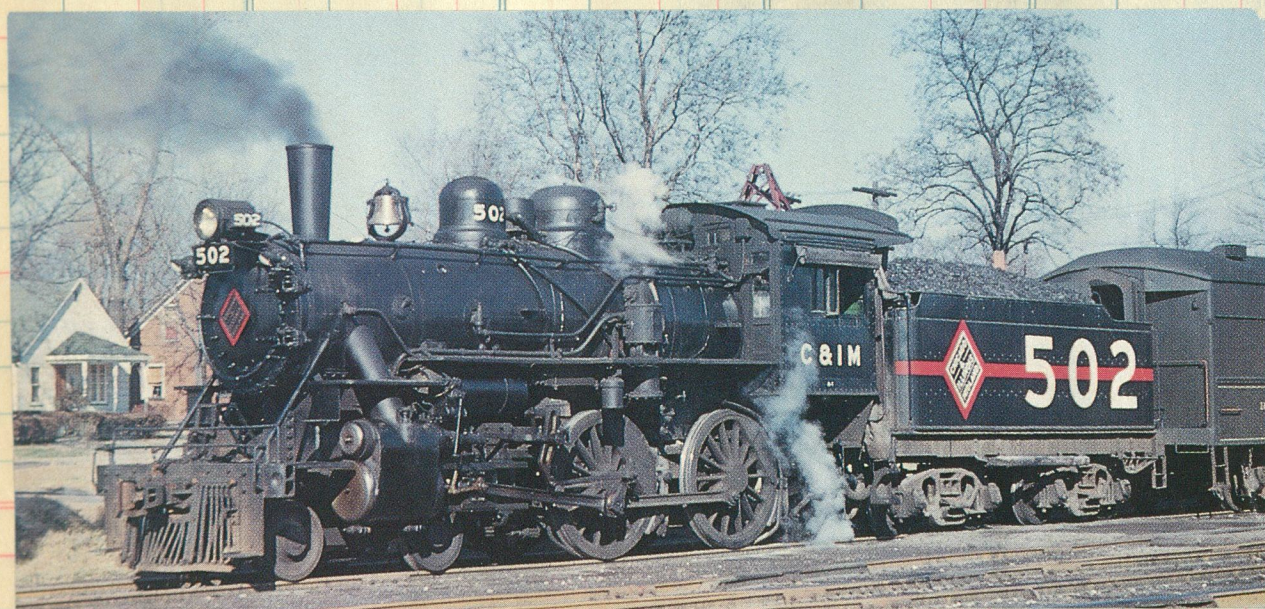
c/n 60065



c/n 60590



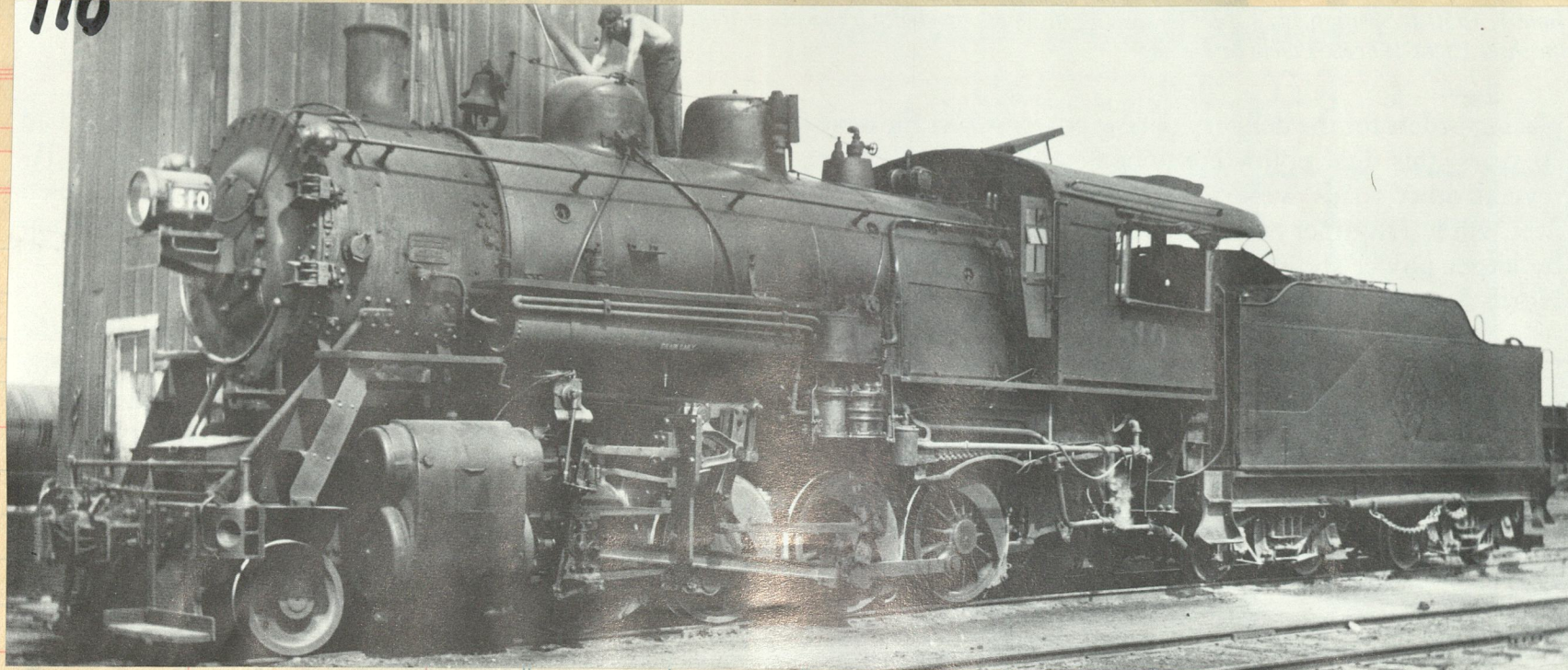
The Petersburg Hill is no problem for the #500 as she whips Trn #6 up the 1.62% incline.



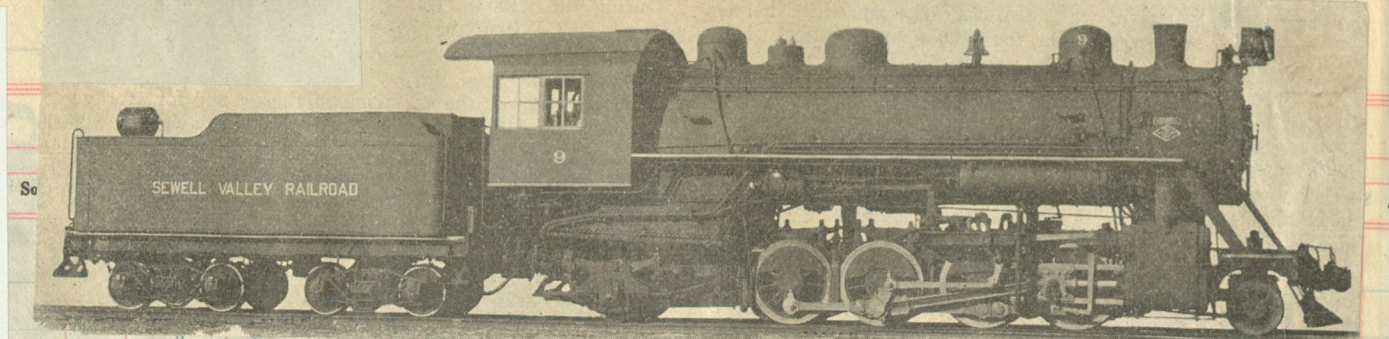
The final issue! The 502 was the last 4-4-0 type built for a U. S. road. Constructed by Baldwin in September 1928 c/n 60590. She served for twenty five years, being retired in August 1953.



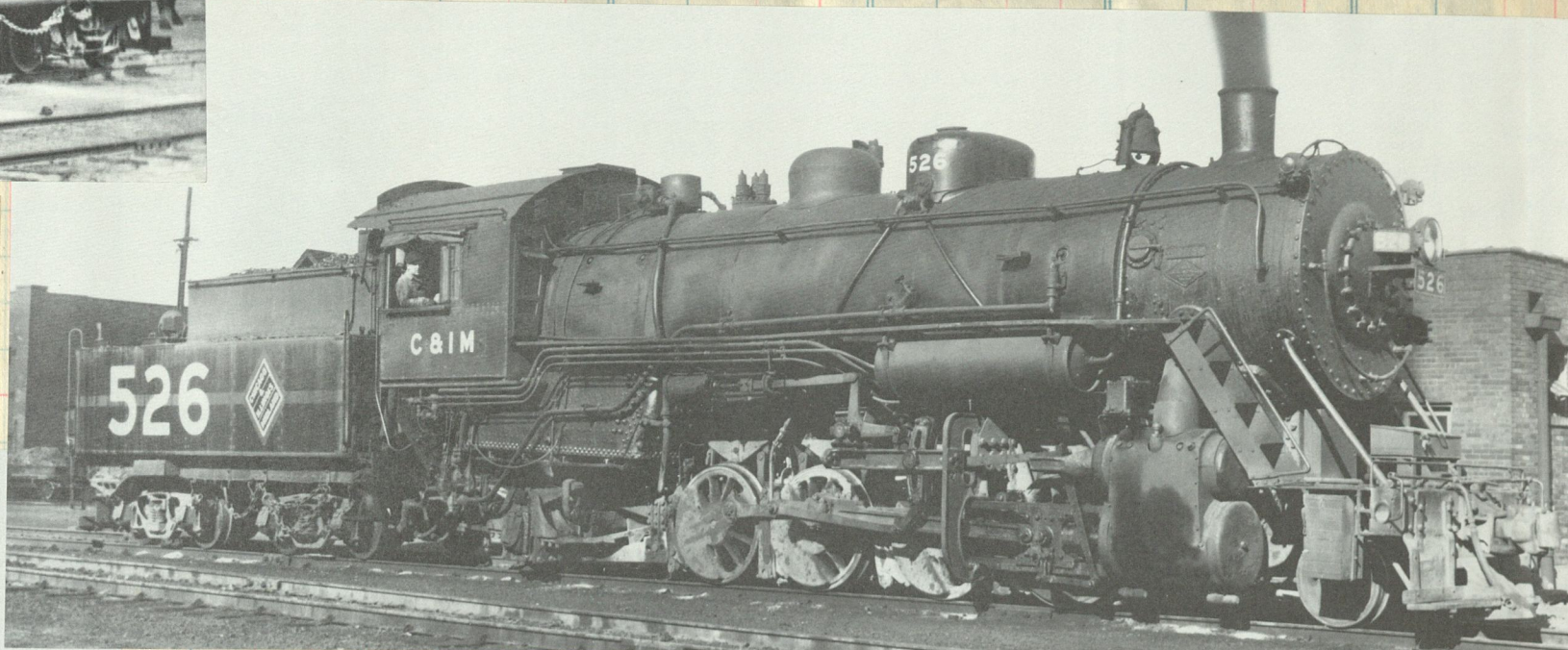
The little local trains had an appeal that even the big name "limiteds" would envy. This is Trn #7 thumping across the old C&A diamond at "WR" tower, Springfield.



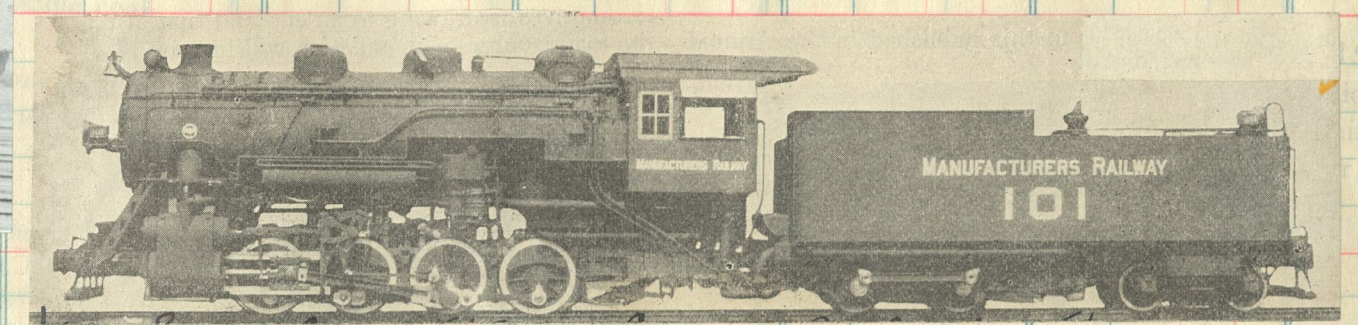
In 1910 the Buffalo & Susquehanna ordered ten 2-8-0's to be numbered 169-178. (c/n's 47764-47773) The B&S defaulted and Brooks put the ten engines on its Stock List and sold them off to different roads. The C&IM bought one, c/n 47769, and noed it #10, later #510. In 1938 they sold it to the Midland Terminal as #61.



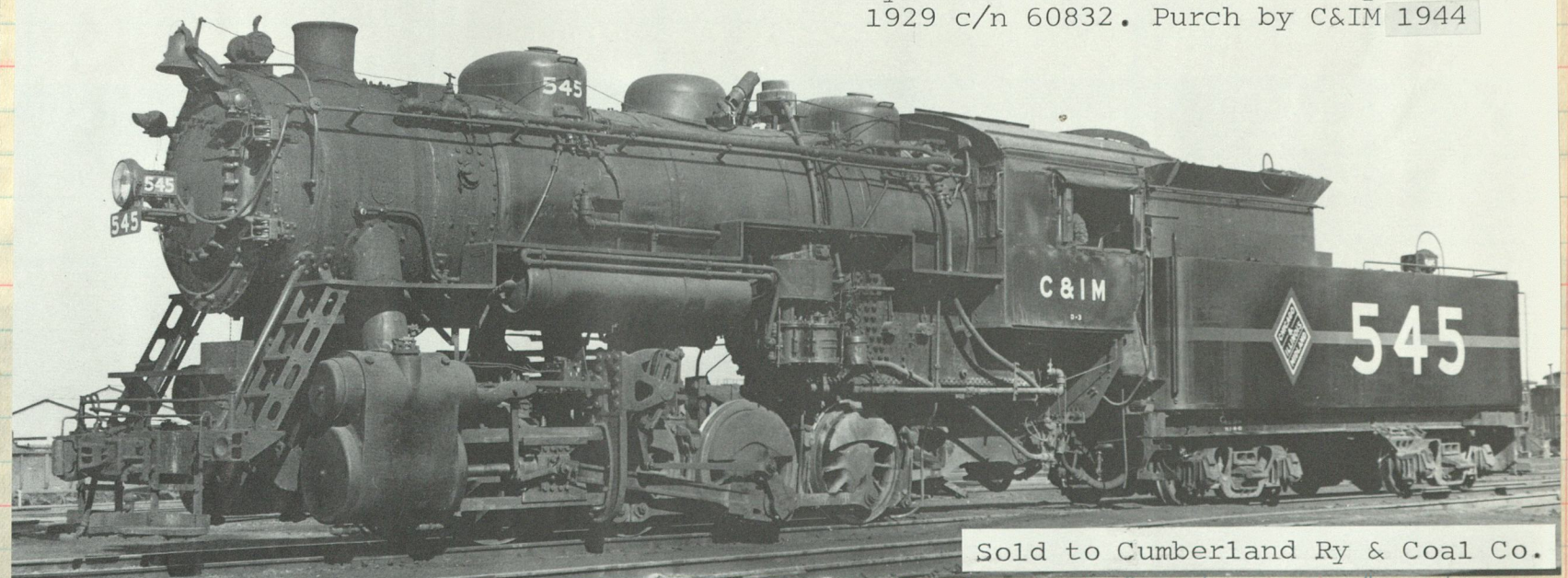
LIMA built a pair of 2-8-2's for the Sewell Valley, #9 in 1922 c/n 6241 and #12 c/n 6751 in 1923. They became C&O nos 2920 & 2921 when the S.V. was taken over by the C&O. Both purchased by the C&IM in 1934 and noed 525 & 526.



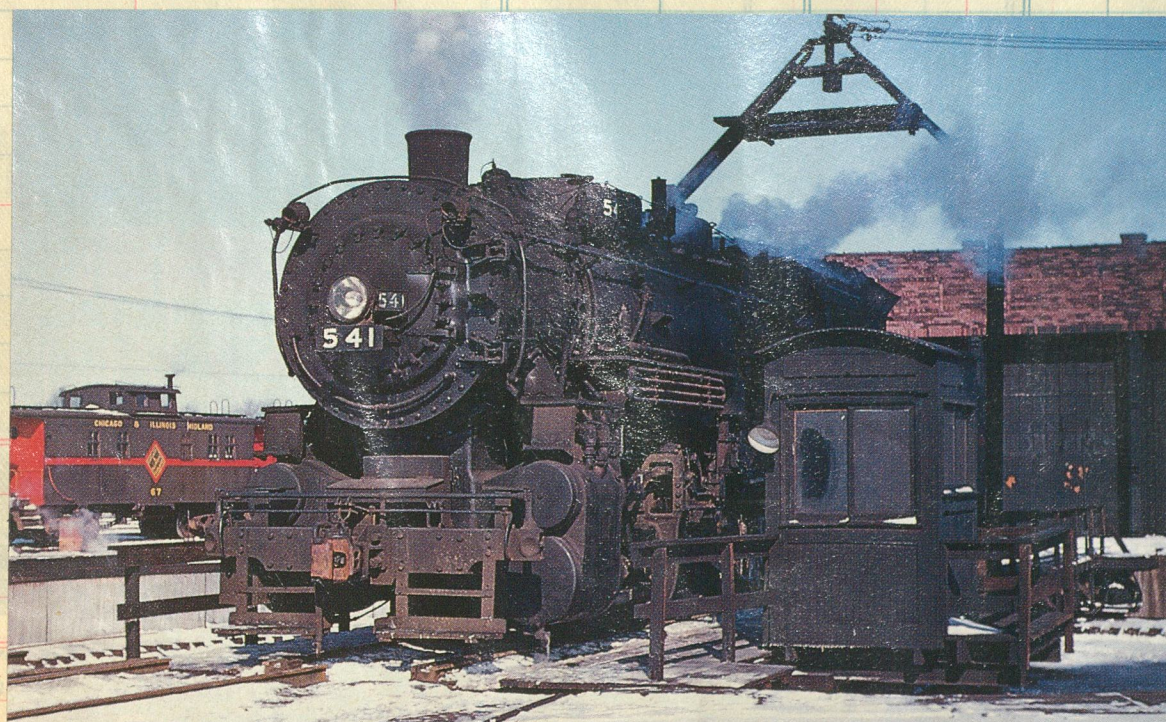
Former P&LE #173, #9343
Blt by Pittsburgh 1903 c/n 26324
To C&IM in 1925 as #19



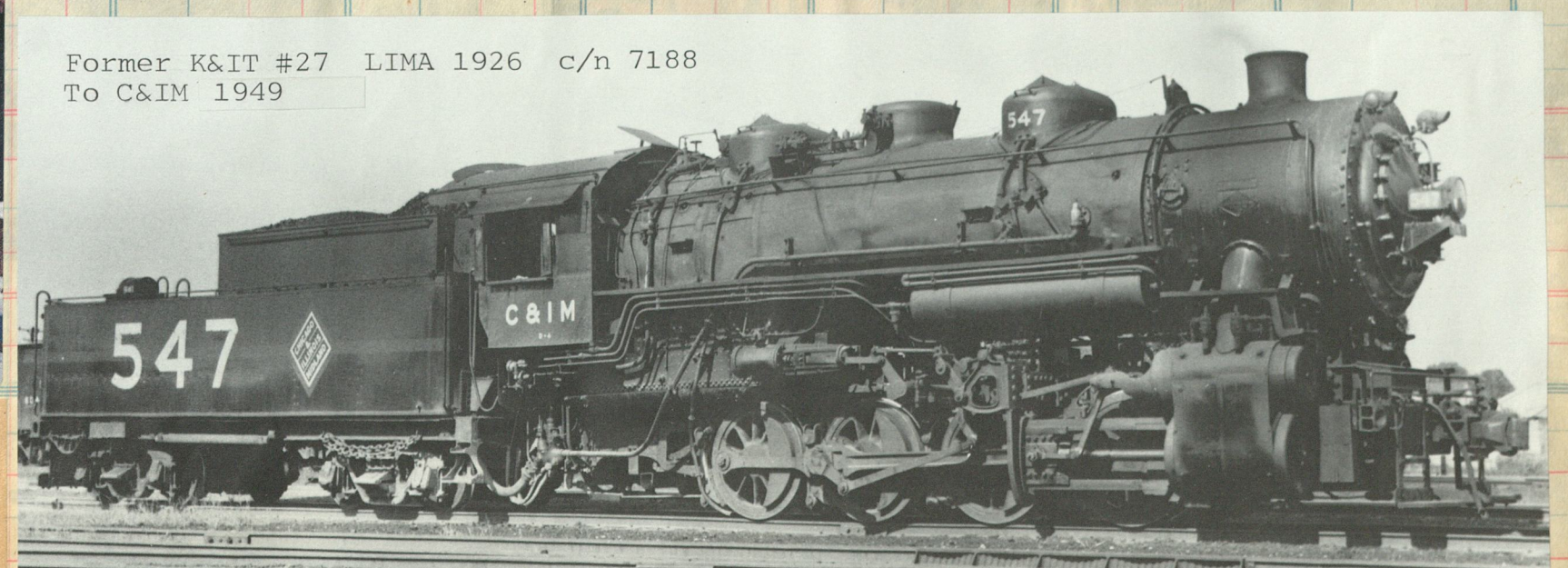
Built by Baldwin as Manufactures Ry #101 in 1929 c/n 60832. Purch by C&IM 1944



Sold to Cumberland Ry & Coal Co.

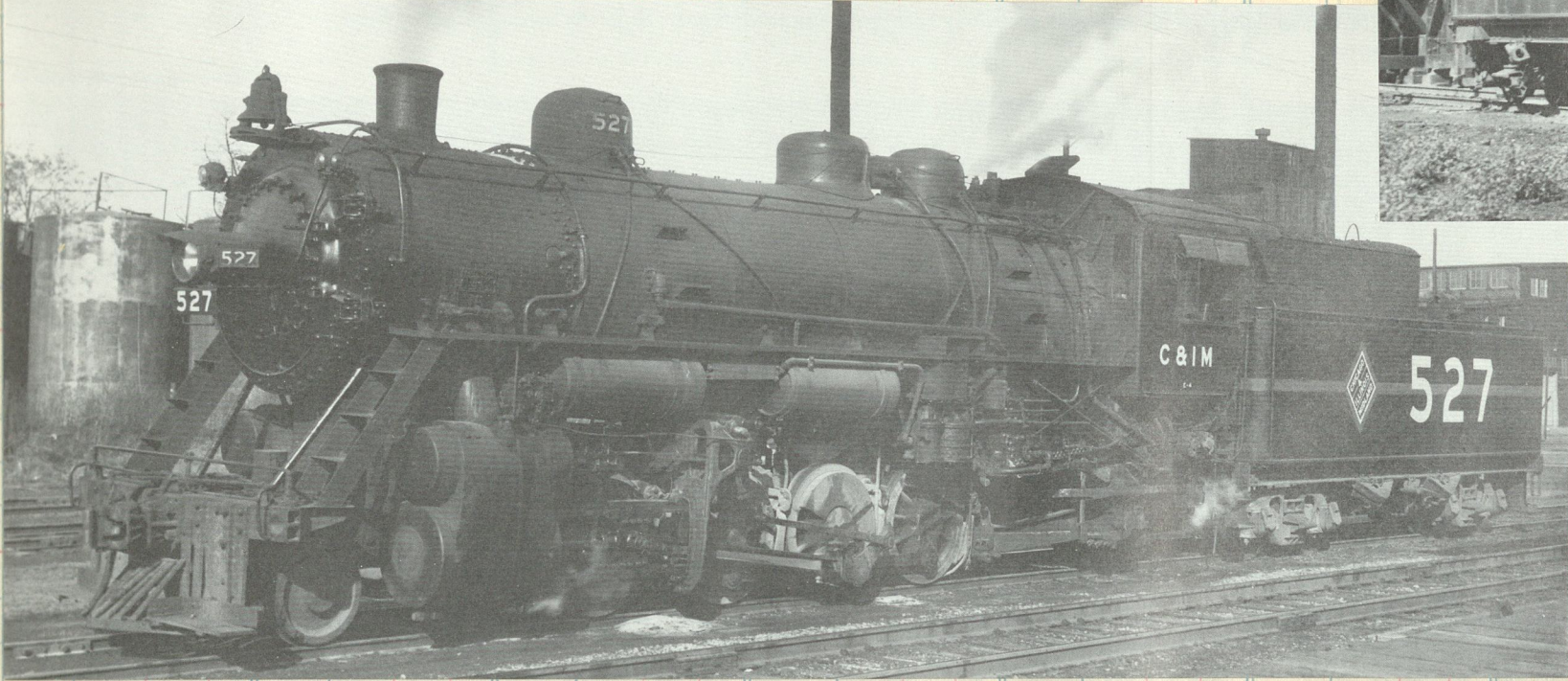
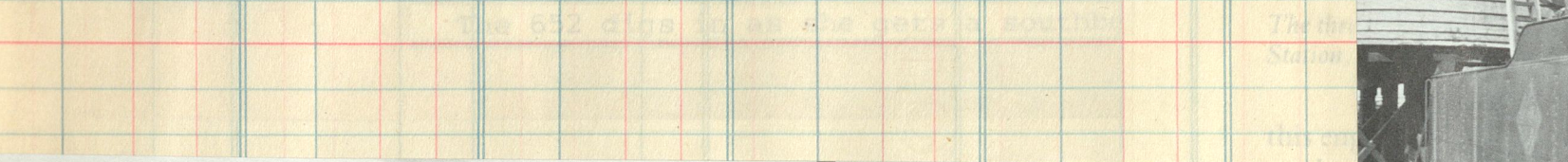


Former K&IT #27 LIMA 1926 c/n 7188
To C&IM 1949



The first yard engines on the C&IM were two delivered by LIMA in 1937 noed 540 & 541, c/n's 7735-7736. The 541, shown here at the Springfield enginehouse, worked the final steam assignment on Dec 5, 1955. Soon afterward she was sold to the Cumberland Railway & Coal Co.

A black and white photograph of a steam locomotive, identified as Org #23 Brooks 1918 c/n 58450, which was sold to the Apache RR in 1945. The locomotive is shown in profile, facing left, on a track. It has a large smokestack, a tall chimney, and a tender attached behind it. The number 523 is visible on the front of the boiler. The locomotive is a 2-6-2 type, with two large front wheels and six smaller wheels behind. The tender is a simple boxcar-like structure. The background is a clear sky with some distant structures.



Mike #527 was built as Minarets & Western #103 by Brooks in 1923, c/n 64145. Went to the A&StAB as #300, then to C&IM in Dec 1937.



The 551 is now on static display in the National Museum of Transport in St Louis. In terms of importance it would have been more appropriate if the little #502 had been saved.

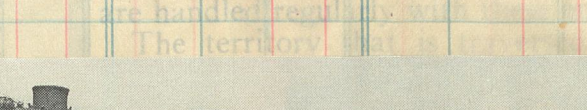
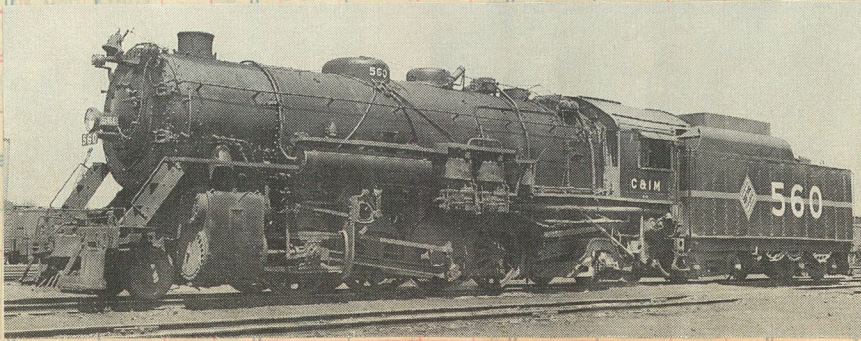
ATION.		NYCS A P A-46		3-45 1000 bks. (Eureka 461) Printed in U. S. A.	
Sold	Amount	Clos. No.	Sold	Amount	Clos. No.

Org #21 Brooks 1914 c/n 54734. Sold to Newaukam Valley #521, then in 1943 to Southern Pacific #3297.



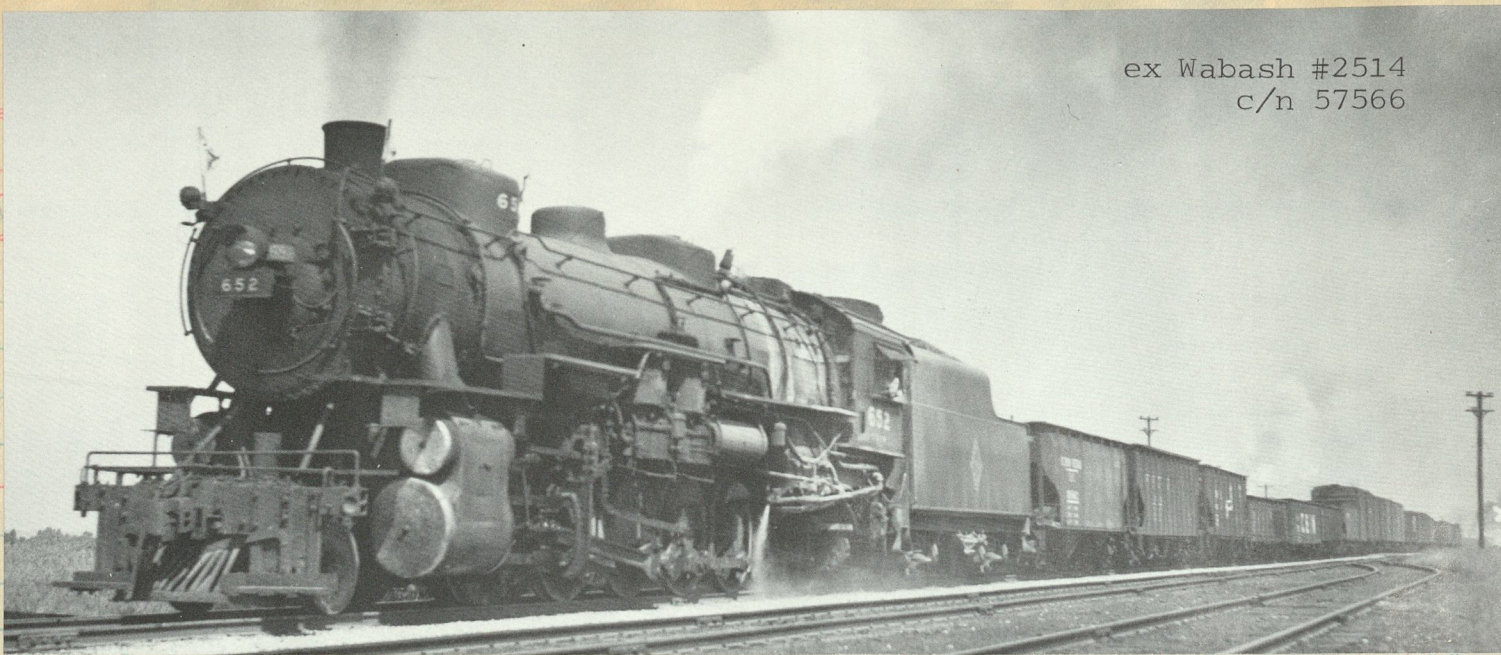
A black and white photograph of a steam locomotive, numbered 550, pulling a passenger car. The locomotive is emitting a large plume of smoke or steam. The passenger car also displays the number 550. The locomotive has "C&M" written on its side. The passenger car has a diamond-shaped logo with "THE GREAT NORTHERN" written inside. The train is moving along tracks with utility poles visible in the background. In the top left corner, there is handwritten text: "c/n 7329".

The 550 & 551 were delivered by LIMA in 1928. The 550 made the last revenue road trip for steam on Nov 22, 1955.



Two Mikes were purchased from the D.L. & W. in 1945 and numbered 560 & 561. The 560 was former DL&W #2120 built at Schenectady in 1922 c/n 63600

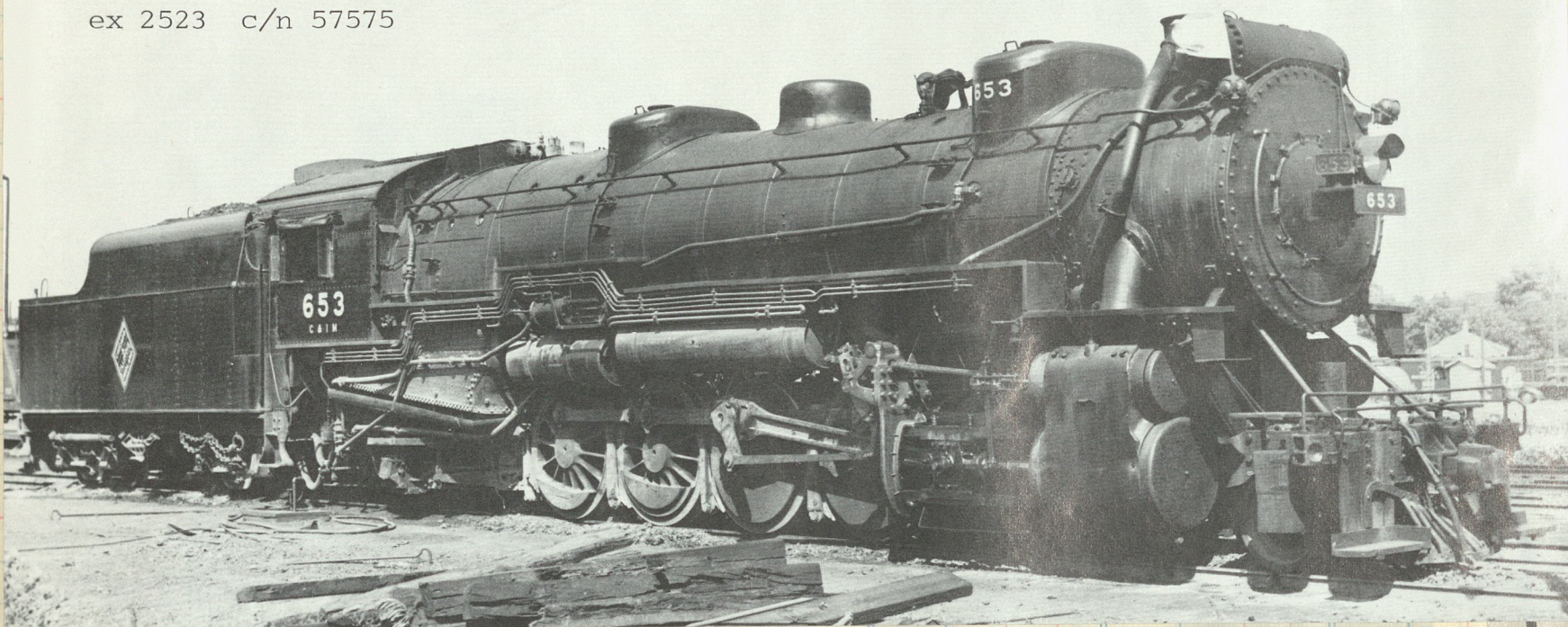
Clos. No. Sold Amount Clos. No.



ex Wabash #2514
c/n 57566

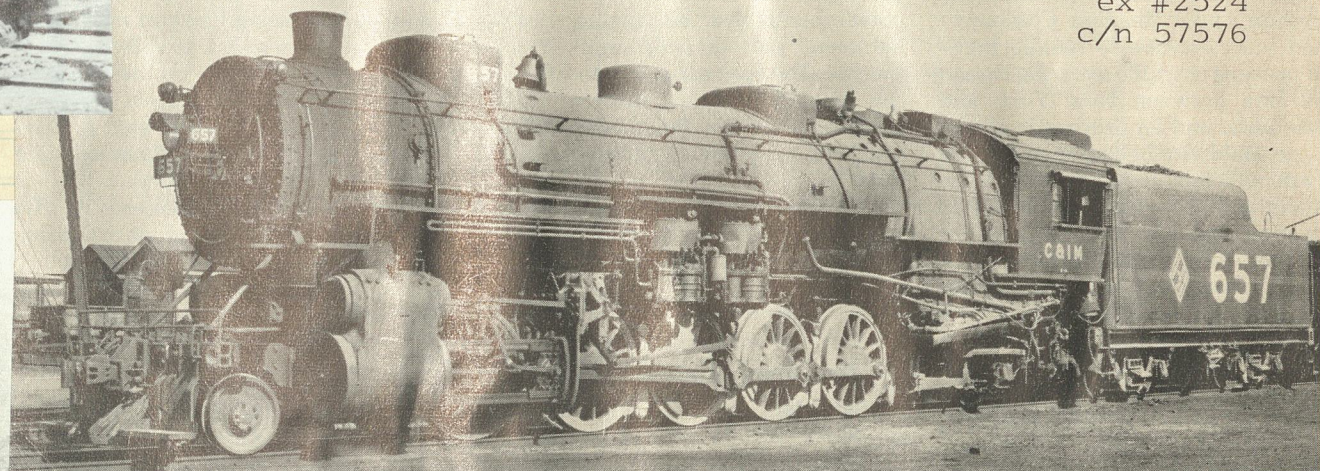
The 652 digs in as she gets a southbound extra underway at Pekin

ex 2523 c/n 57575

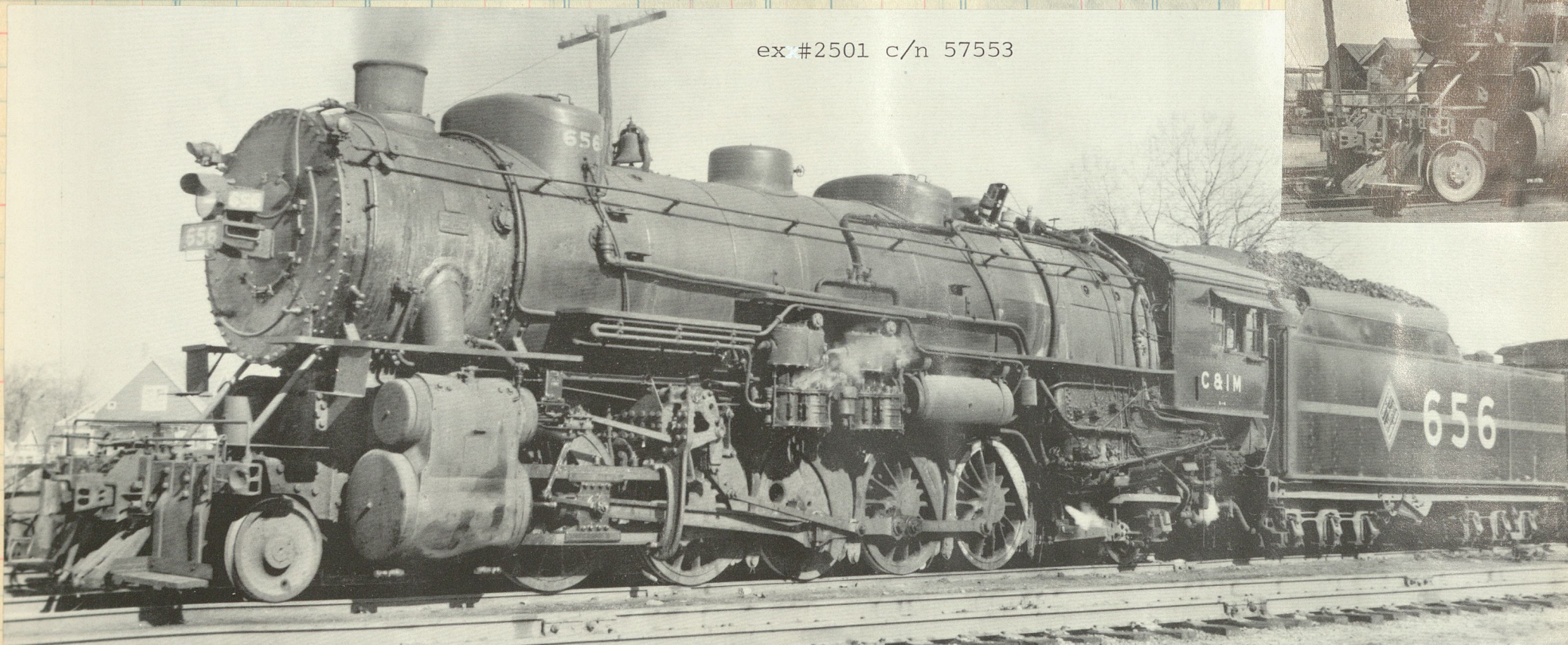


During the 1940's the C&IM acquired nine 2-10-2's from the Wabash and noed them 651-659. They were part of a Wabash order for twenty five similiar engines received from Brooks in 1917.

ex #2524
c/n 57576



ex #2501 c/n 57553



The 540 and 551 were based on the...
USA light...
equipped with Delta trailer trucks and...
be used in passenger service...
power's passenger train on the C&IM...
C&IM's first passenger train...
C&IM's first passenger train...
C&IM's first passenger train...

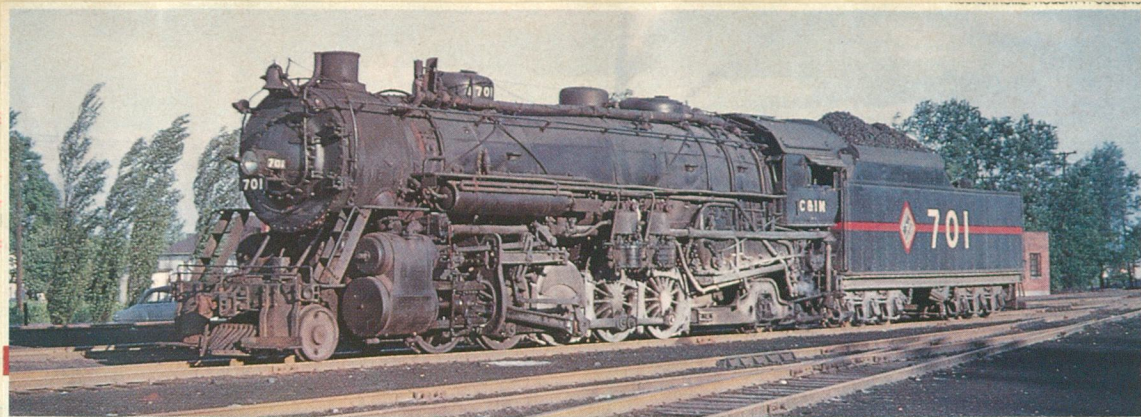
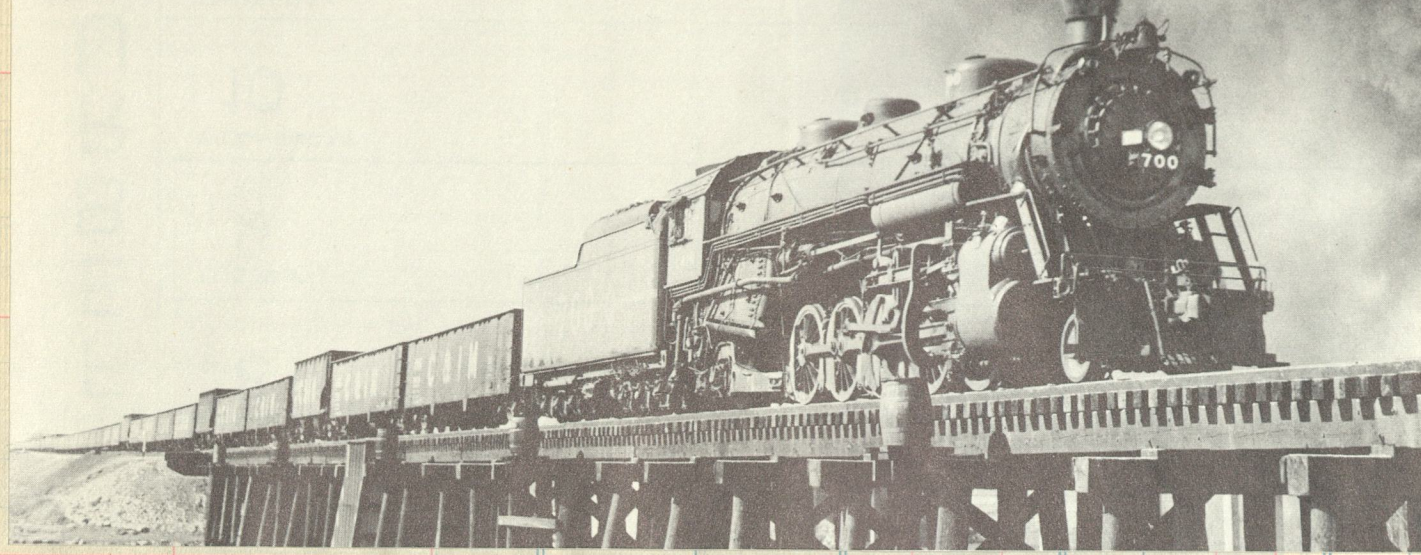
C&IM Steam Roster

1915-1918



700-703 c/n7572 LIMA 1931

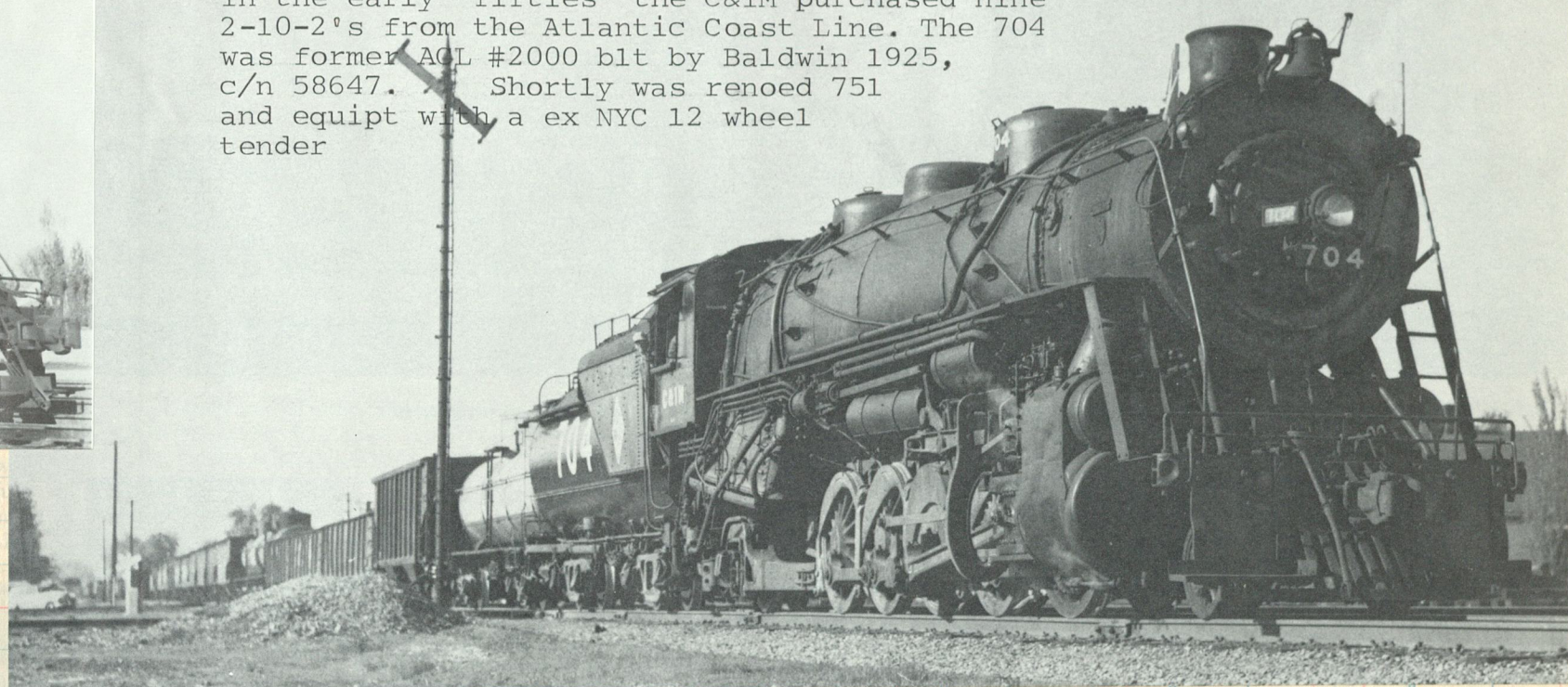
At work between Kilbourne and Oakford



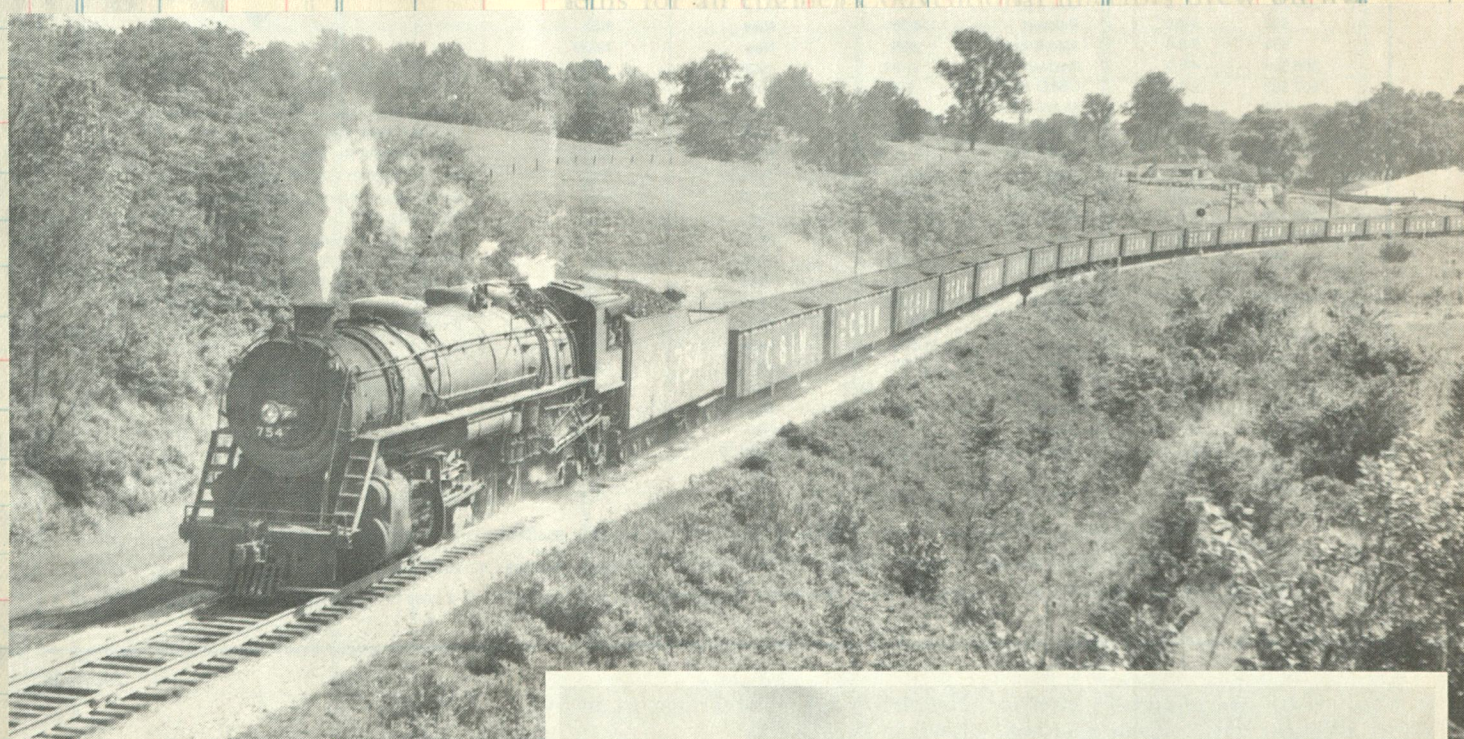
The 701 coming up Petersburg Hill.



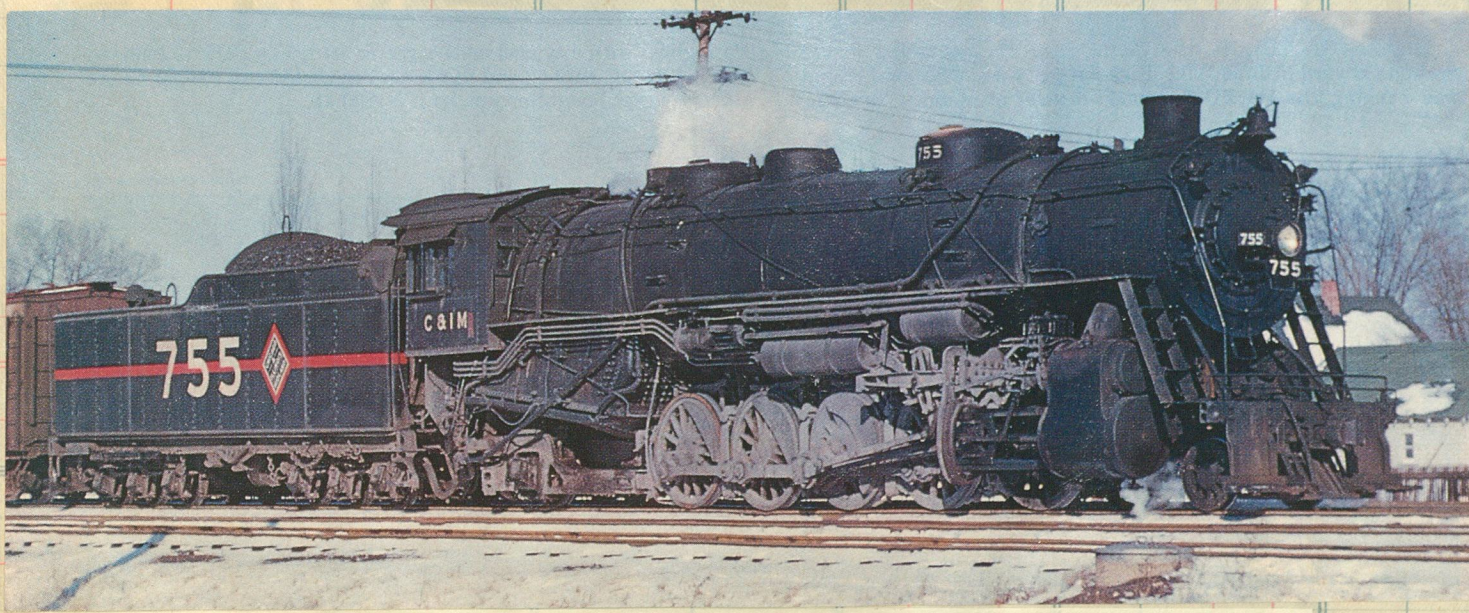
In the early 'fifties' the C&IM purchased nine 2-10-2's from the Atlantic Coast Line. The 704 was former ACL #2000 blt by Baldwin 1925, c/n 58647. Shortly was renoed 751 and equipt with a ex NYC 12 wheel tender



Running on the Peoria & Pekin Union the 751 thunders across Lick Creek with a train of high cars.



Working on the 1.62% Petersburg Hill. The 754, ex ACL #2014, In the above print she is bringing up the second cut and on the right has the final section. This was in May 1955, Note how vegetation has grown over the area.

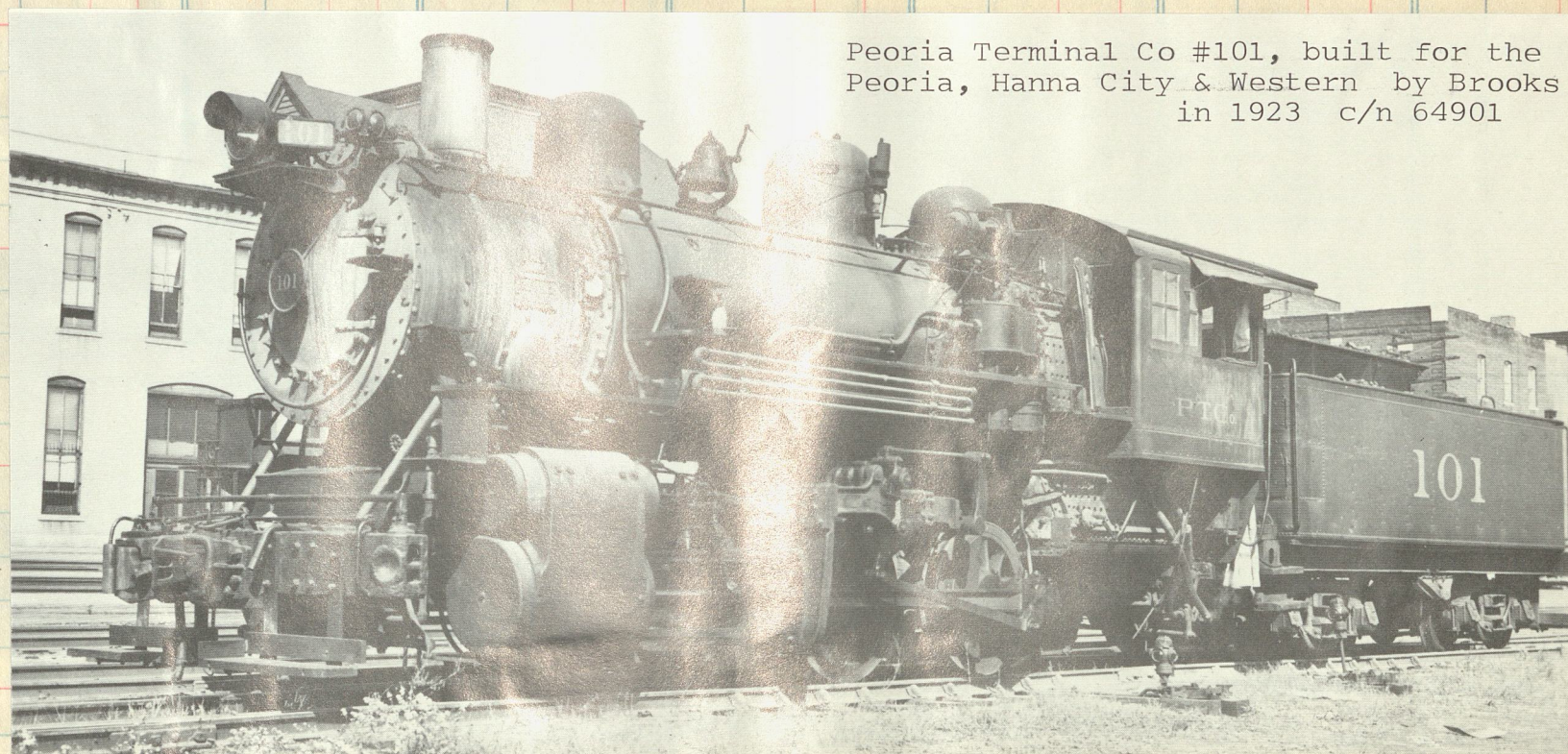


Former A.C.L. #2007 Baldwin 1925 c/n 58732

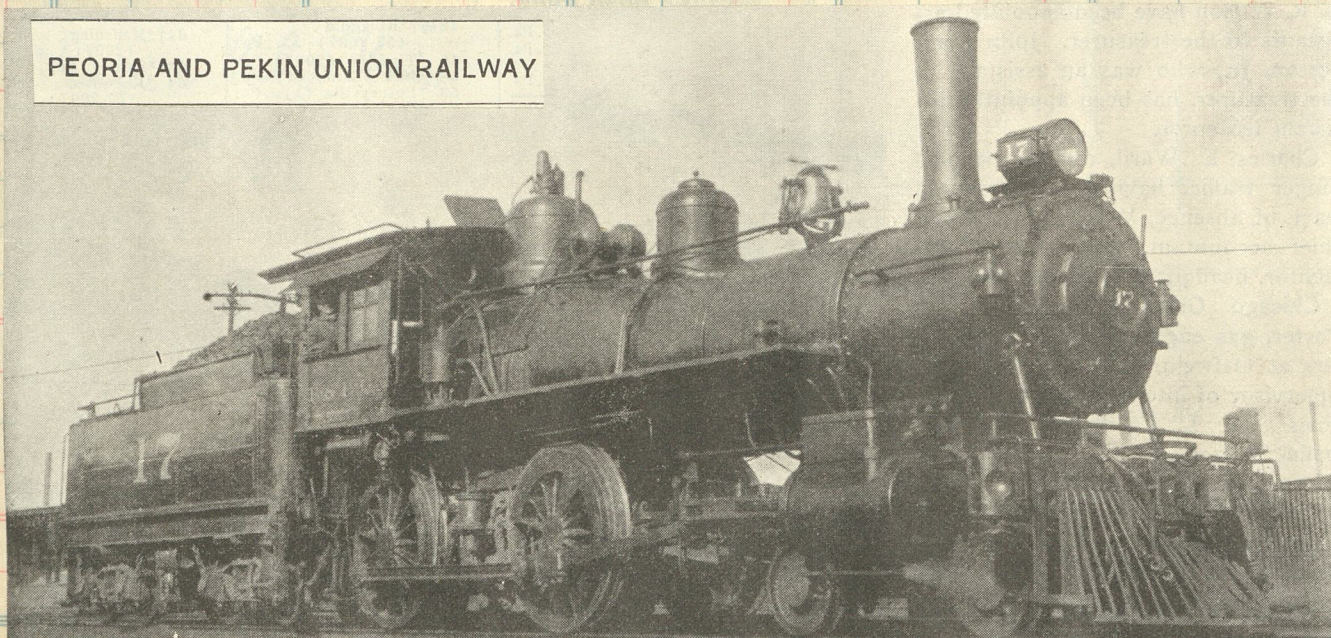


c 1940

The heaviest incline on the C&IM was the Petersburg Hill on the north slopes of the Sangamon valley. It was standard procedure for full tonnage coal trains to triple the hill. Here the 603 is taking up the first cut of her train. Note the raw earth embankments in this photo as compared with prints of the same location on the opposite page.



Peoria Terminal Co #101, built for the Peoria, Hanna City & Western by Brooks in 1923 c/n 64901



PEORIA AND PEKIN UNION RAILWAY

Built by Baldwin in 1894, c/n 13928, as the ATSF #890. Renoed 60, 0117. Sold to P&PU in 1915 noed 2nd #17. Retired in 1928.

**P. & P. U. Ry. Co.
and Peoria Gateway**



Everybody's Gateway
Always Open



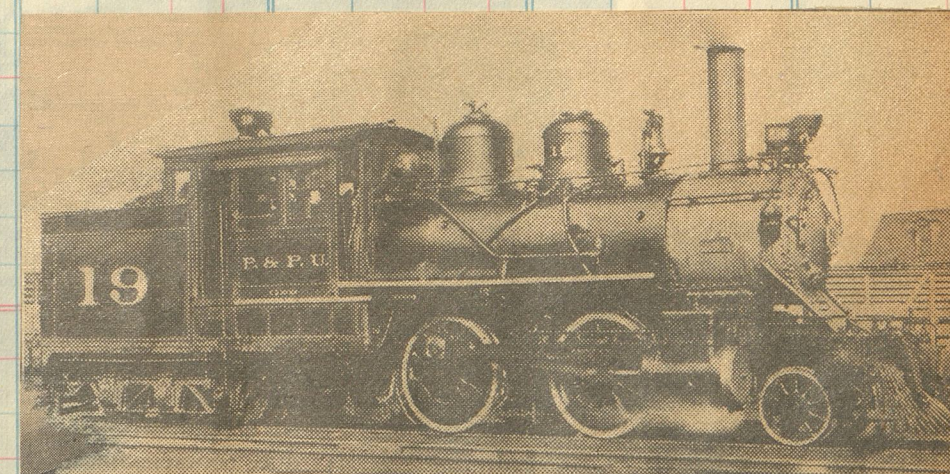
Peoria and Pekin Union Ry. Co.

Room 36, Union Station, Peoria 2, Ill.

E. F. Stock, General Traffic Manager

"One of America's Railroads"

—In Partnership with All America—

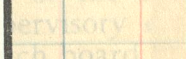


2nd #19, a 2-4-6T, was built for the Illinois Central by Rogers (c/n 5082) in 1895 #249. Renoed 1432, sold to P&PU in 1928, retired 1931.

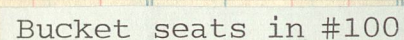
	Total
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Deduct “	DATE
	DATE
	Total
Add Working Fund	
Total to be Accounted for	
Cash to Agent	
Agent's Signature	
Cash to next Seller	
Next Seller's Signature	
Total Accounted for	

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To Make
Short Sheet

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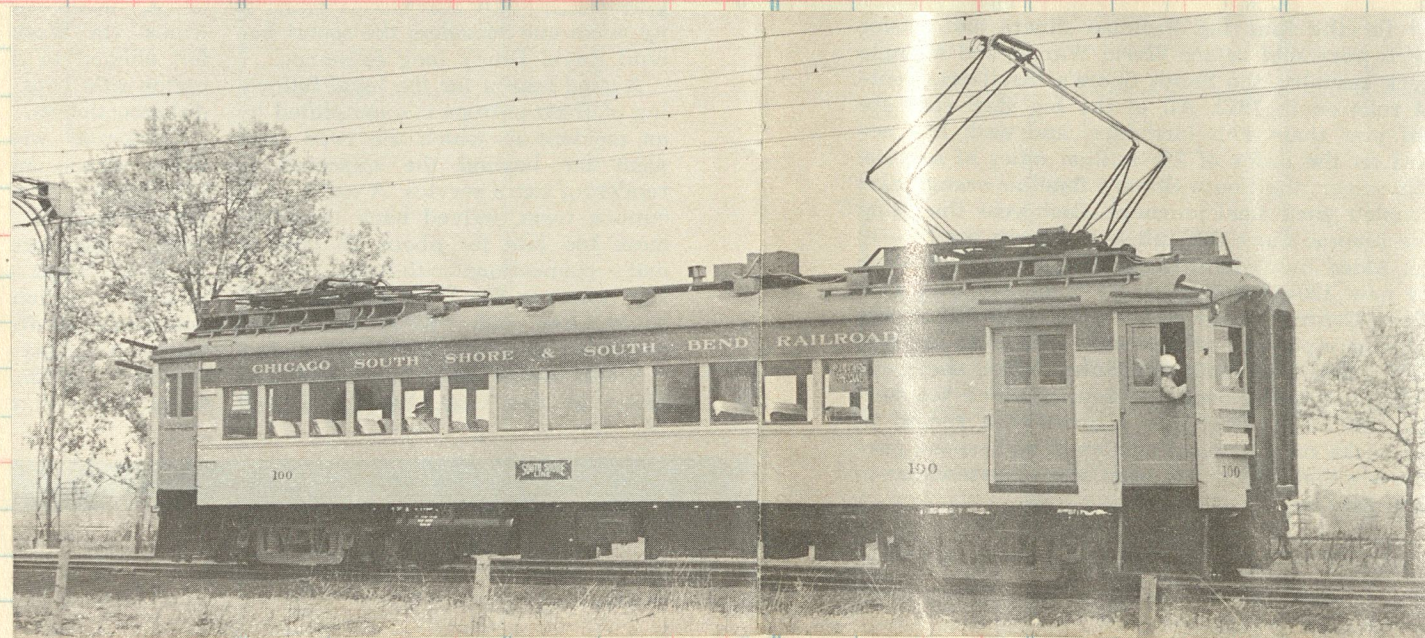


But instead of being abandoned, the South Shore was acquired in 1925 by utilities tycoon Samuel Insull, was reorganized as the Chicago South Shore & South Bend Railroad, and was transformed during a dizzying five years of reconstruction and growth into one of the most advanced and financially successful of all interurbans.

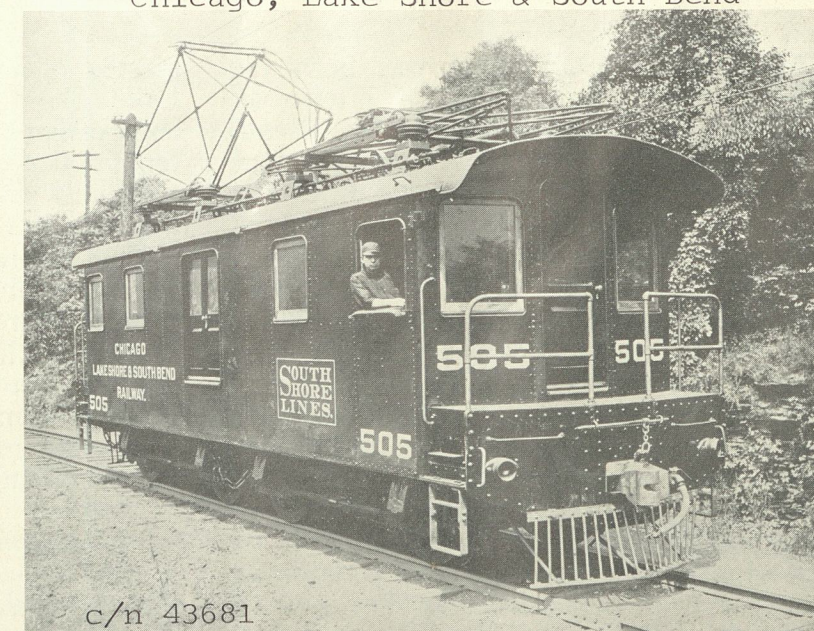
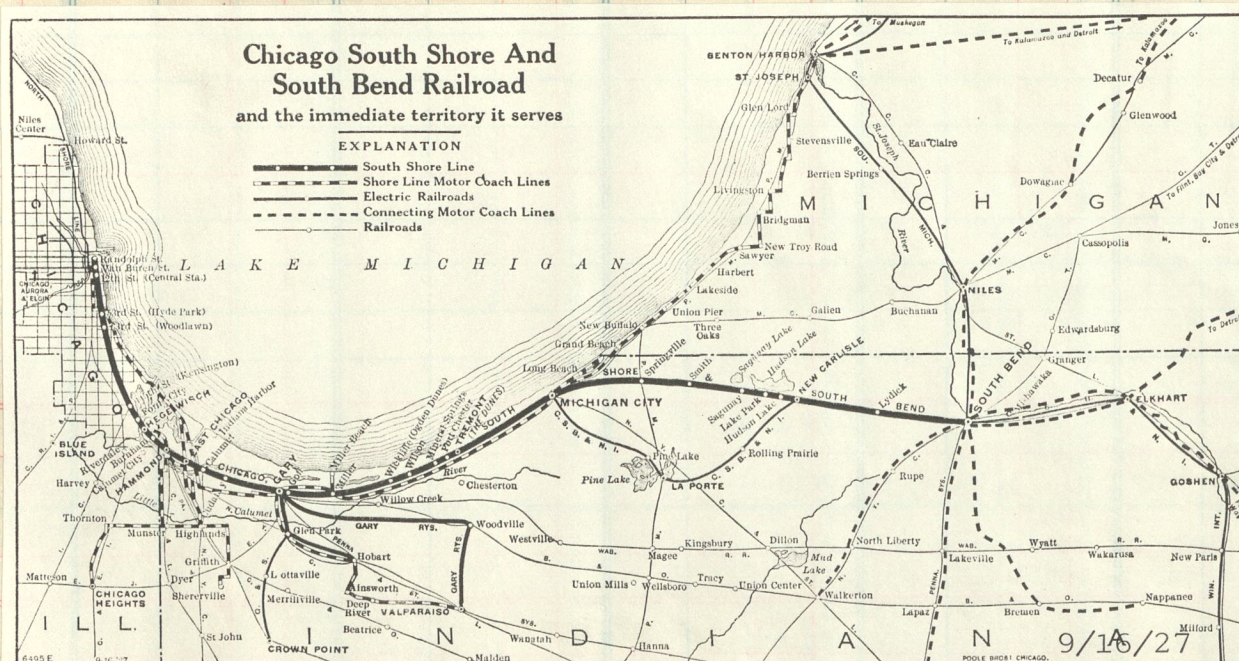


A vintage black and white photograph of a streetcar (trolley) stopped at a street corner. The streetcar is dark-colored with a sign on its front that reads "LIMITED" and "BUSINESS". Several people are standing on the sidewalk next to the streetcar, and others are visible inside the vehicle. The background shows a street with trees and buildings.

A South Shore Line Train in 1908



The rebuilt #100 in its orange and maroon livery



c/n 43681

Baldwin-Westinghouse Double Truck Locomotive, Built 1916

Wheels, diam., 50" Total wheel base, 24' 10" Weight, 144,000 lb.



Interior of a South Shore Line Dining Car

Two built by Pullman in 1927

De Luxe Parlor and Dining Car Service

SIX trains equipped with dining cars and parlor cars affording a complete de luxe service are operated daily between Chicago and South Bend except no dining cars are operated on Sundays. In addition, mid-morning and mid-afternoon limited trains carry parlor-observation and smoking rooms and airy, spacious observation platforms invite restful relaxation to parlor car travelers.

In the dining cars, special \$1.50 dinner and \$1.00 luncheon are on the menu. Meals are prepared in extra-large, immaculate kitchens and served by experienced and attentive waiters. The cheerful and attractive furnishings of the cars create an environment like that of one's favorite club or hotel. (See Page 15 for time schedules.)

Sample Menu

\$1.50 Dinner

CRABMEAT COCKTAIL

SPRING VEGETABLE SOUP

GREEN OLIVES

CHOICE

BAKED LAKE TROUT, SPANISH SAUCE

GOLD BOILED HAM, POTATO SALAD

INDIVIDUAL BONELESS CHICKEN PIE

BROILED SOUTH SHORE SIRLOIN STEAK

SAUTE POTATOES NEW ASPARAGUS IN CREAM

SLICED CUCUMBERS, FRENCH DRESSING

CHOICE

OLD-FASHIONED STRAWBERRY SHORTCAKE

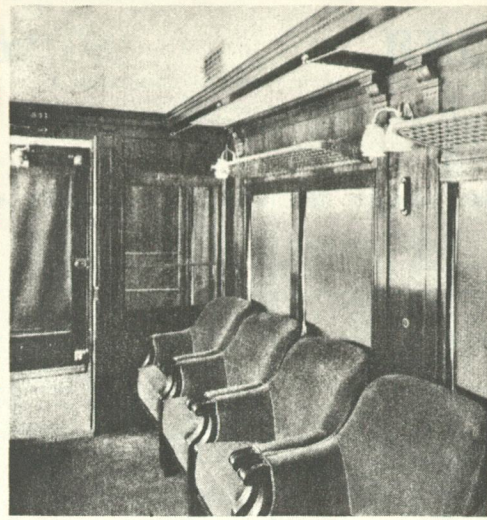
FRESH RHUBARB PIE

ICE CREAM WITH WAFERS

IMPERIAL CHEESE, SALTINE WAFERS

HOT TEA BISCUITS

COFFEE ICED TEA MILK

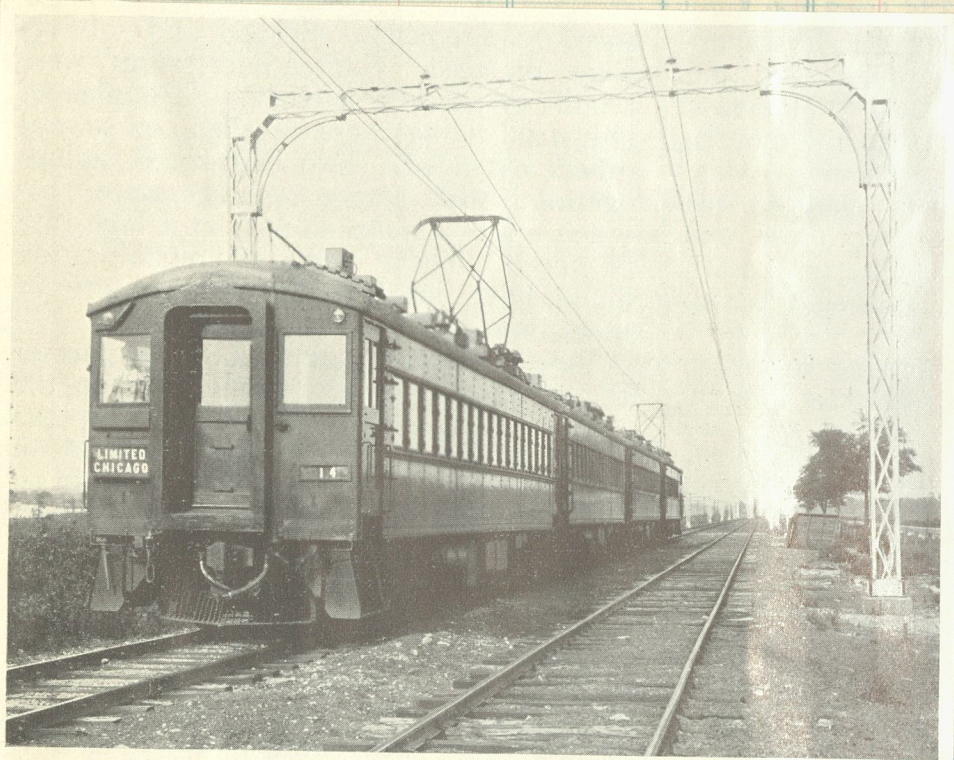


A South Shore Limited Train Stopping at Michigan City, Indiana

#22, one of the twenty cars built by Pullman in 1927

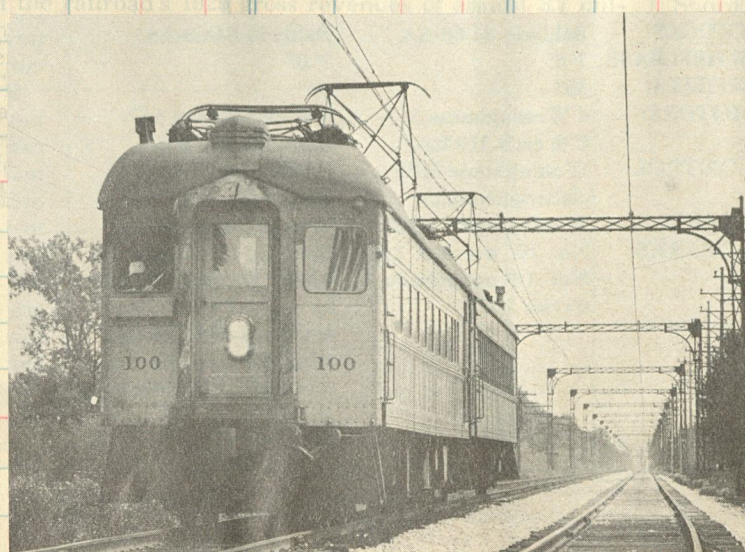
EVER SINCE its opening in 1908 the South Shore had suffered from an inability to operate its trains into downtown Chicago. A key feature of the Insull rehabilitation program was an agreement with the Illinois Central Railroad that permitted the interurban to run through trains to the Chicago Loop over IC's new suburban electrification. In order to conform with the IC's 1500-volt direct-current electrification, the South Shore scrapped its old A.C. power system, put in a new D.C. installation, and ordered an entirely new fleet of rolling stock.

Delivery of an initial order for 25 exceptionally large and heavy steel cars from the Pullman Car & Manufacturing Company began in June 1926. Except for their shorter length, the new cars were built to dimensions and standards identical to those for steam railroad equipment. The 60-foot cars, constructed entirely of steel except for their wood and canvas roofs,

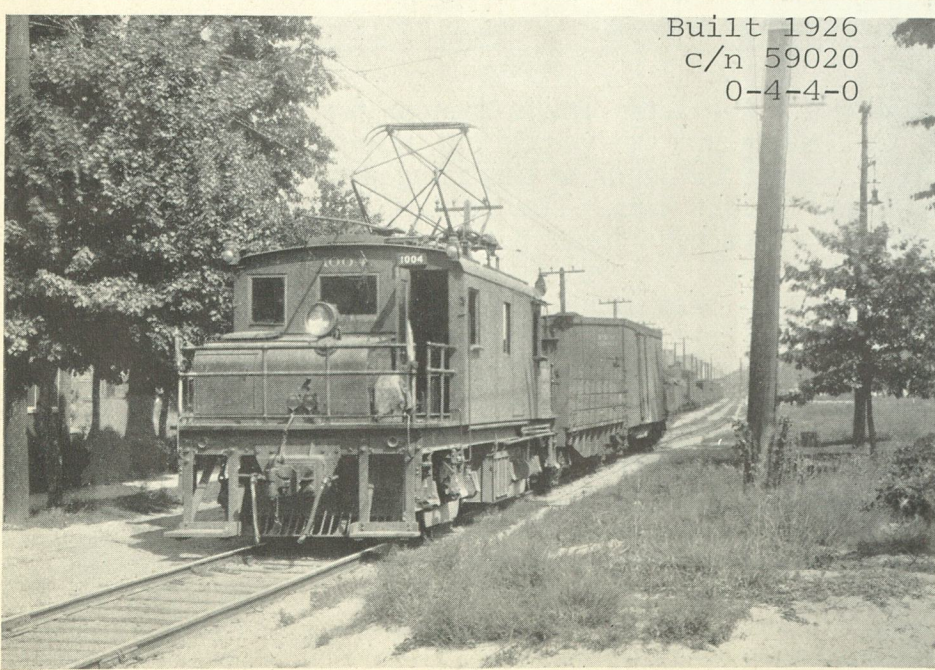


One of the New South Shore Limited Trains

The cars are of all-steel construction, and are mounted on Baldwin trucks.

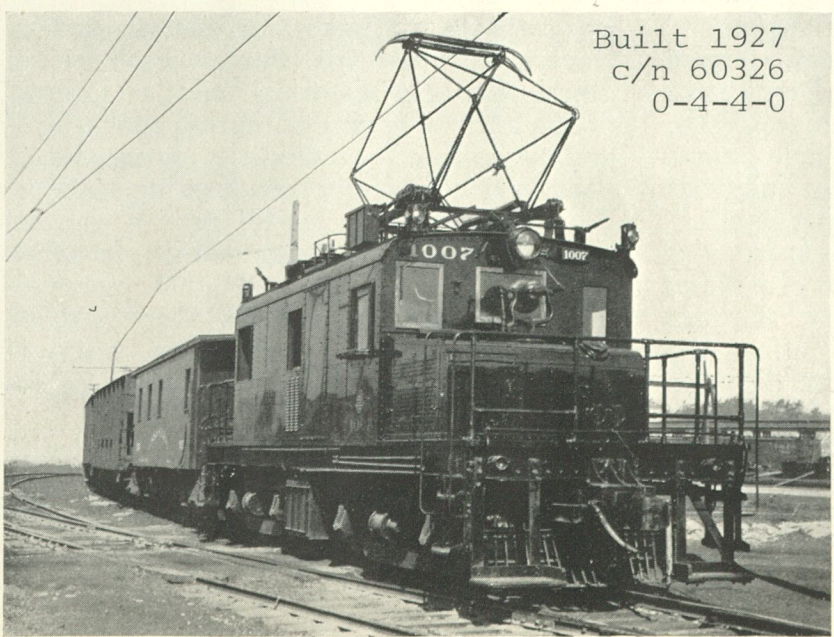


The #100, in its original form, singing along near Miller, Ind.



Built 1926
c/n 59020
0-4-4-0

A Freight Train, Hauled by a Baldwin-Westinghouse Locomotive, on the South Shore Line



Built 1926
c/n 60326
0-4-4-0

Baldwin-Westinghouse Double Truck Locomotive, Built 1926

Wheels, diam., 42" Total wheel base, 27' 0" Weight, 160,000 lb.

BACK in 1907, there was born the project of building an interurban electric line from South Bend, Indiana, to Chicago, Illinois. At that time the territory lying between these cities was feeling its way out of sand and swale toward

started operating Lake Shore engineering section ten million of 6600-volt single was the last

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Cash to next Seller

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Cash to next Seller

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to write
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A. & J. at home

New York Central System

RECORD OF TICKET SALES AT

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DATE

FORM

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Cash to next Seller

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Cash to next Seller

Next Seller's Signature

Total Accounted for

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New York Central System

RECORD OF TICKET SALES AT

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Add Working Fund

Total to be Accounted for

Cash to Agent

Agent's Signature

Cash to next Seller

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Total to be Accounted for
Cash to Agent
Agent's Signature
Cash to next Station
Next Station's Signature
Total Accounted for

New York Central System

RECORD OF TICKET SALES AT

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Agent's Signature

Cash to next Seller

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Total Accounted for

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SELLER

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Cash to Agent

Agent's Signature

Cash to next Seller

Next Seller's Signature

Total Accounted for

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To Make
Short Sheet

CHICAGO PASSENGER TERMINALS

[c 1935]

- (1) Central Station: Ill Central, Mich Central
- (2) Dearborn Station: ATSF, C&EI, C&WI, Monon, Erie, GTW, Wabash
- (3) LaSalle Street: N.Y.C., M.C., NKP, CRI&P
- (4) Grand Central: B&O, CGW, P.M., Soo Line
- (5) Union Station: CB&Q, P.R.R., C&A, CMStP&P
- (6) C&NW Station: C&NW

(X) Site selected for a new station to replace the old Dearborn station.

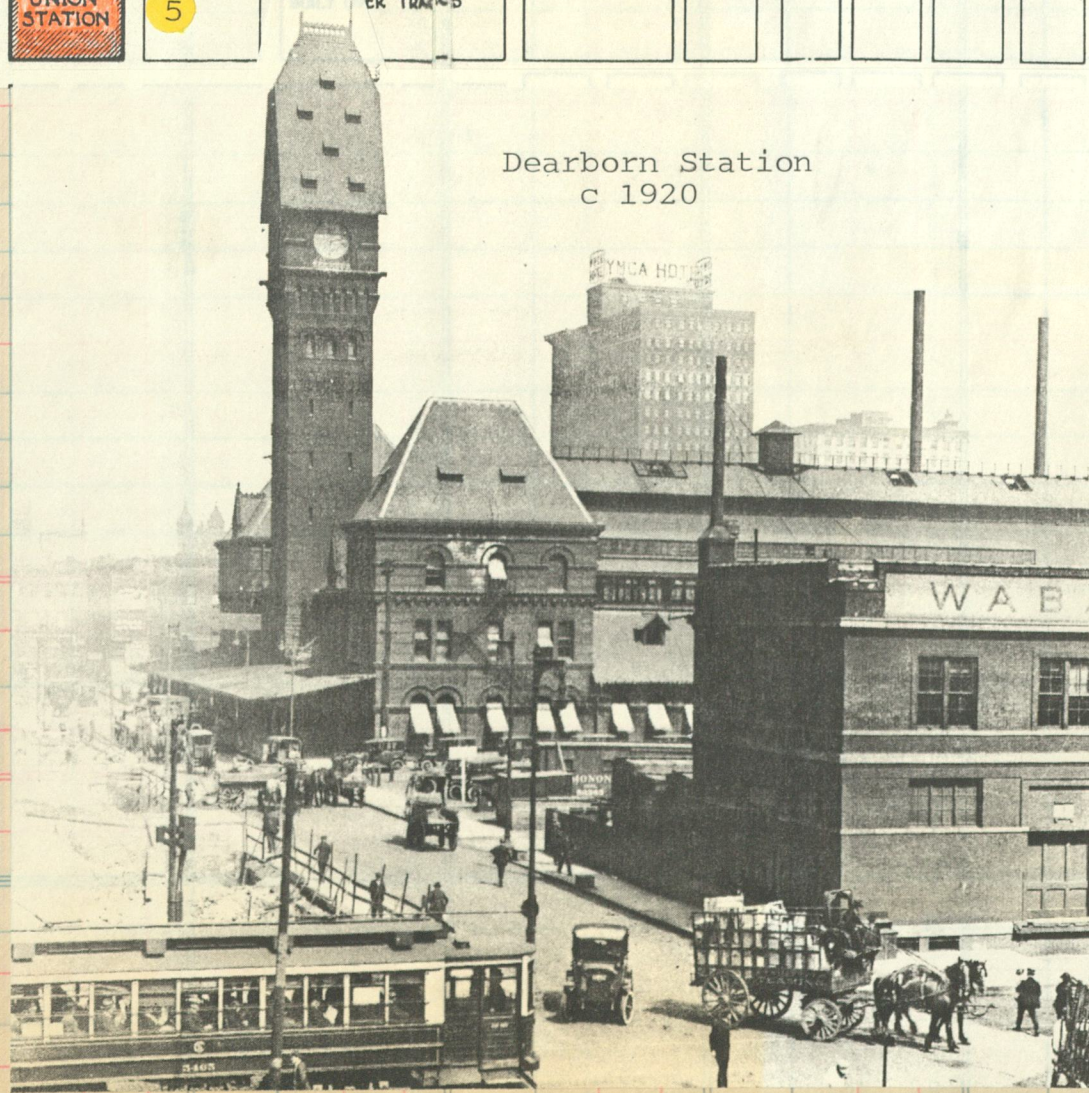


A City in Itself

Chicago and North Western Passenger Station in Chicago offers every convenience and accommodation for the traveler; restaurants...a nursery for the children...information bureaus, parcel checkroom, drug store, shops, telephones, telegraph, barber shop...taxicabs. All C & N W Ry trains to and from Chicago use Chicago and North Western's own station, Canal and Madison Sts.



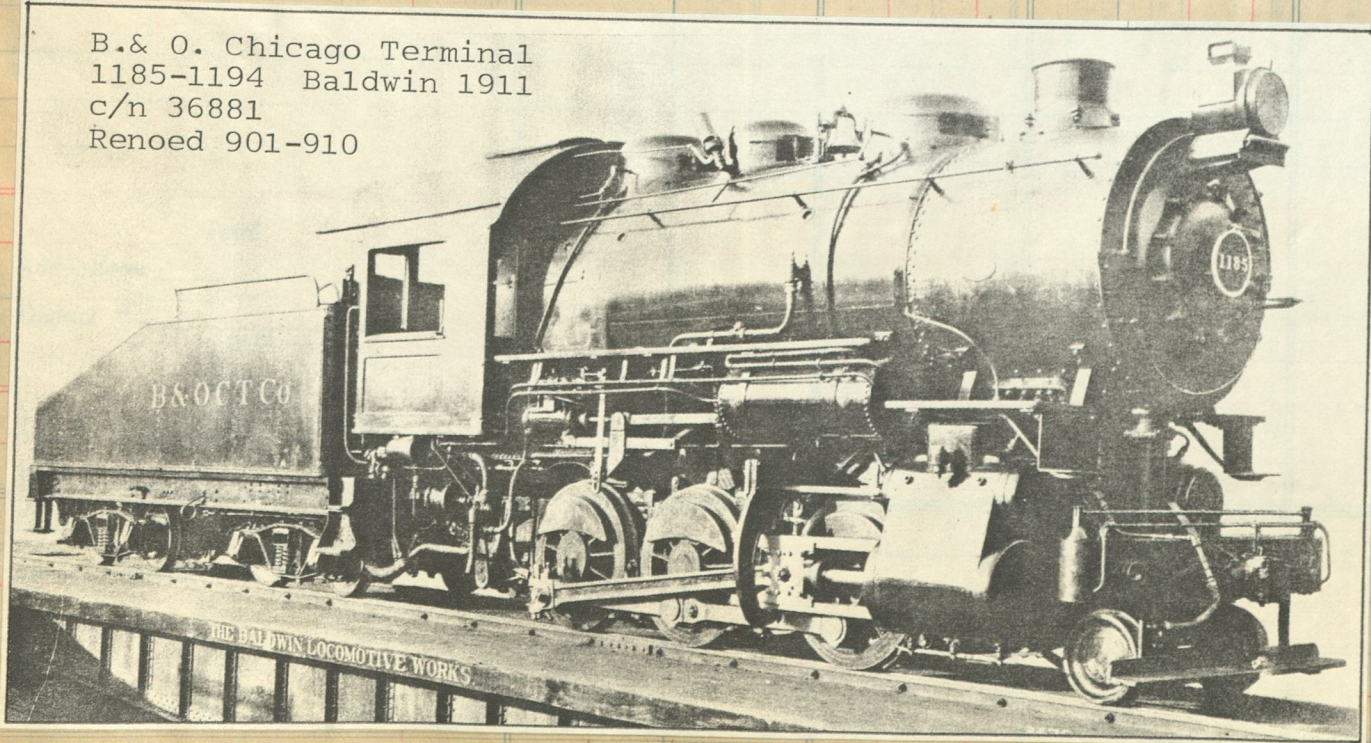
Union Station



Dearborn Station
c 1920



LaSalle Street Station



What it doesn't cost to use the

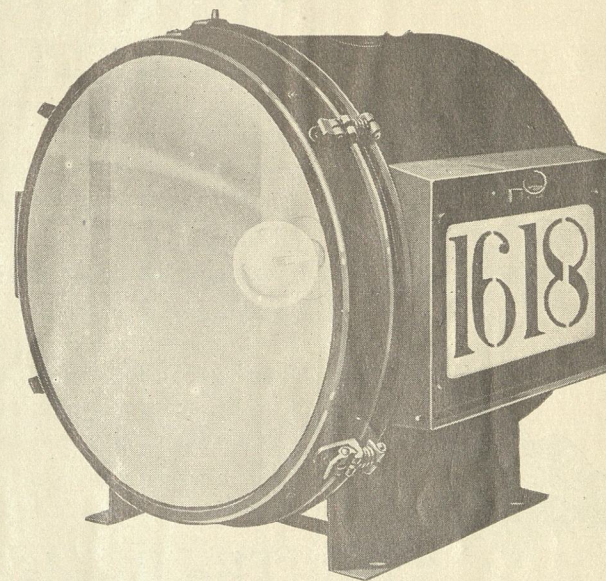
SUNBEAM HEADLIGHT

AIRTIGHT—ALWAYS BRIGHT

3 Times the Light at 1/3 the Cost

**All the upkeep expense
of a regular type headlight**

- | | |
|--|----------------|
| 1. Weekly and semi-weekly polishing for one year. Minimum labor cost— | \$25.00 |
| 2. Re-silvering of reflecting surface annually— | 4.00 |
| 3. Too frequent breakage of lamps in cleaning—50% of your lamp expenditures. | — |



Every year at least \$29.00
—and it will last as long as the locomotive

Doesn't operating economy demand the equipment of every locomotive on your road with a SUNBEAM Airtight—Always Bright Headlight?

Write for Bulletin 107

THE SUNBEAM

Air-Tight—Always Bright Headlight
No. 1618

More than 1,000,000 Candle Power

Non-Tarnishing, Dust-Proof, Silver-Plated
Copper Reflector

An exclusive feature. The Sunbeam Air-Tight requires polishing only once a year; replating every five to seven years.

Saves Its First Cost in Less Than a Year
The inconvenience and expense of repeated polishing is done away with; the savings quickly pay the full initial cost.

Light in Weight and Simple

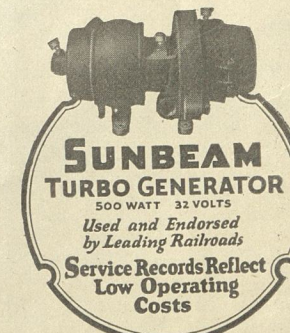
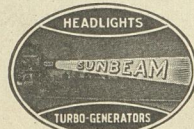
Case of 16 gauge, rust-resisting iron, protected with baked automobile fender enamel—lasts as long as the locomotive. The headlight complete weighs 65 lbs., one-half the weight of a cast iron case and glass reflector. The focusing device can be adjusted with one hand.

SUNBEAM ELECTRIC MANUFACTURING CO.

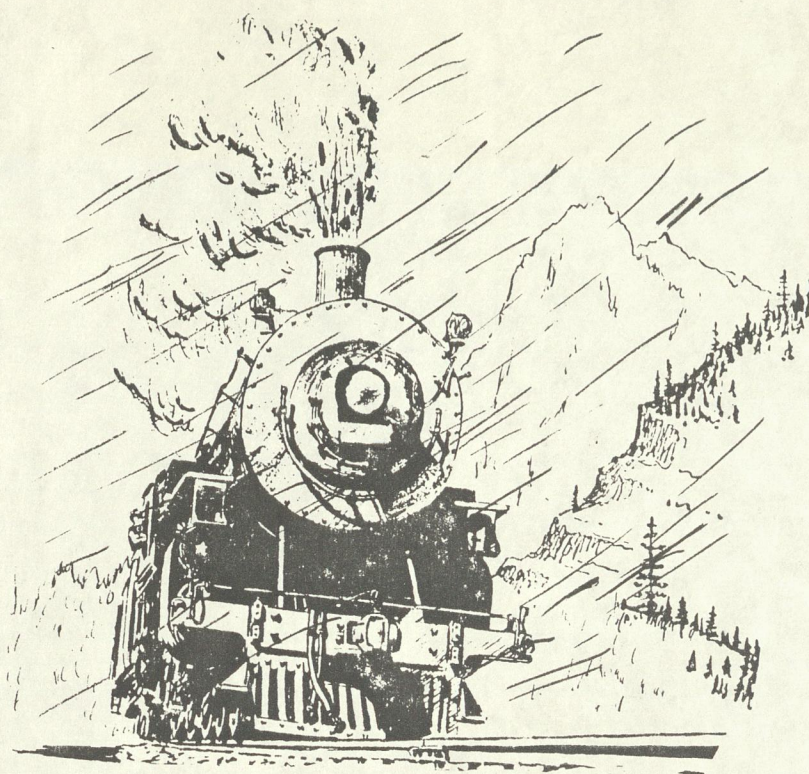
(Formerly Schroeder Headlight & Generator Co.)

EVANSVILLE, INDIANA.

NEW YORK 52 Vanderbilt Ave.	RICHMOND, VA. 1444 East Main St.	CHICAGO 332 South Michigan Ave.
SAN FRANCISCO 72-78 New Montgomery St.	DENVER 1080 15th St.	
CANADA—Taylor & Arnold Engineering Co., Ltd. Montreal, Winnipeg, Toronto, Vancouver.		
BUILDERS OF LOCOMOTIVE HEADLIGHTS SINCE 1883		







The Passenger Engine Speaks

OH, I'm standing in the station with the Limited in tow.
 It's dark and cold and snowing hard; the wind's begun to blow.
 The hogger climbs into my cab, the air-brakes have been tried;
 He is strapping on his goggles, all ready for the ride;
 His hand is on the throttle and the tallow's shoveling coal.
 My headlight flashes on and my bell begins to toll.
 When the skipper comes alongside as mad as he can be
 And what he says to my boss, takes the heart clean out of me.

 For he hollers that we've got to wait a quarter of an hour
 To accommodate some brass-hat. Boy, the old man's look is sour!
 The tallow flings the firedoors wide and slams his shovel down,
 And says "Oh, why the hell don't they let us out of town?"
 So for all those fifteen minutes we wait and wait and wait
 For some Congressman or other who doesn't care if we are late.
 But I've got to make the time whether we start late or not;
 For if I don't at the other end the boss goes on the spot.

 Then the old cab signal blows and my throttle is pulled back.
 The switch lights change to green, giving us an open track.
 The station has moved backward and I'm bumping through the yards
 Over ice-encrusted switches, which are also in the cards.
 Then we're tearing through the suburbs and out across the plain;
 The wind is howling through my wheels, the snow has changed to rain.
 The track is wet and slimy and before me is a hill.
 Will I make the time? Don't worry, boss, you know darned well I will!
 —Ty Price.

PLEASE STORE IN FLAT POSITION

F. RAY McKNIGHT
 8835 S.W. Hazelvorn Way
 Portland, OR 97223

